

CLUB SCOTCH WHISKY

FESTIVAL IN THE MARKET

\$13.50 per Dozen

H. PRICE & CO.,

458 12, Queen's Road

No. 12,303

號二月九年二零百九千一英

HONGKONG, TUESDAY, SEPTEMBER 2, 1902.

日一初月八年寅壬

PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 11 & 12, Old Bailey.

Local, London, Street, E.C. STREET

& Co., 39, Cornhill, GORDON &

COCHRAN, Ltd., 10, Abchurch Lane, E.C. 4.

SWIRE, BRIDGES & Co., 120 & 124, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C. 4.

ROBERT WATSON, 150, Fleet Street, E.C. 4.

SAVOY HOTEL, Strand, W.C. 2.

SPARKS ADVERTISING AGENCY LTD., 107, Fleet Street, E.C. 4.

PARIS AND EUROPE:—MAYNARD, FAYET & Co., 18 Rue de la Grange Batelière.

NEW YORK:—THE CHINESE TRANSLATION OFFICE, 12, West 22nd Street.

SAN FRANCISCO:—O and American Ports generally:—DEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & COCH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES CO., Colombo.

BATAVIA:—H. M. VAN DER P. & Co., SINGAPORE STRAITS, &c.:—KELLY & WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS:—A. S. WATSON & Co., Manila.

CHINA:—MASON, A. A. DE MELO, Amoy, N. MOULDS & Co., Canton, Pootung, BROCKETT & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, Kobe, CRAWFORD & Co., and KELLY & WALSH.

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers, Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

Pumps, Packings, General Stores and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS, 60 & 62, DES VUEX ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, U.S. MARINE. E. O. MURPHY, WR. NO. 1, U.S. MARINE.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors.

'A REAL EYE OPENER'

OURS IS ENTIRELY DIFFERENT AND AHEAD OF ALL OTHERS.

Crown Brand STONE GINGER BEER.

WATKINS, LIMITED,

APOTHECARIES HALL,

66 QUEEN'S ROAD CENTRAL, HONGKONG.

NOTICE.

WE have this day authorized Mr. L. M. E. BOSSERLEY to sign our Firm at Hongkong and Canton for PROSECUTION.

LUTGENS, EINSTAMANN & CO.

Hongkong, September 1, 1902. 1790

THE VICTORIA DISPENSARY.

NOTICE is hereby given that Mr. EDWARD LANGLEY has CEASED to be connected with our business.

MR. SOUTHES KENT has been APPOINTED our REPRESENTATIVE for the H. K. HOUSE and SHIPPING BUSINESS and all others committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY,

J. R. CAPELL, Manager.

Hongkong, August 4, 1902. 1621

STEAMSHIP 'TINGSANG' GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all Claims for damage to Cargo, and for Cargo short received, must be submitted to the Adjuster Mr. F. S. PULCHER of the China Trade Insurance Co., Hongkong, on or before the 15th September next after which date no Claims will be recognised.

JARDINE, MATHESON & CO., General Managers.

INDO-CHINA S. N. CO., LD. Hongkong, August 14, 1902. 1677

EUROPEAN BAKERY CO.

142, PRAYA EAST HONGKONG; 35, ELGIN ROAD, KOWLOON.

THE EUROPEAN BAKERY COMPANY respectfully inform the public that they are now preparing to supply all kinds of Bread, Cakes, Biscuits, etc., to their customers both in Hongkong and Kowloon. Our Bread is made of German yeast and best flour, and is the best Bread that has ever been made in this Colony. Its beautiful taste and smell has no equal. The work is under European supervision, and people can be insured to have wholesome and well baked Bread as they had at home. All our Bread will be stamped E.B.C.

Sample free on application to the above address.

Price: Seven Cents per Pound.

Hongkong, August 19, 1902. 1793

COSMOPOLITAN HOUSE.

With Excellent Board and Lodging at moderate terms.

No. 34, QUEEN'S ROAD CENTRAL, HONGKONG.

KWONG SAM YU, Proprietor.

Hongkong, July 8, 1902. 1419

NOTICE.

WE HAVE this day been appointed AGENTS FOR HONGKONG for the

Taiwan Stone and Shell Lime Factory, Macau.

These limes have been tested by experts, and found to be superior to any other found in China. All houses should be lime washed with this lime. It gives an odour of sweetness and kills vermin. It is a decided check on Plague and other pestilential diseases, and it is invaluable for Building-Purposes, having been tested and found to give 30 to 70 lbs to the square inch breaking strength. Orders will be received and Testimonials can be seen and Prices Quoted on application to

C. E. WARREN & CO.,

30 Des Vaux Road Central.

Hongkong, June 16, 1902. 1273

榮 CHEE WING & CO., 發

23 & 25, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS AND TEES, CORRUGATED IRON, PIG IRON, &c.

Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

THE MUTUAL STORES,

8 and 10, D'Aguiar Street.

GENERAL PROVISION DEALERS, WINE & SPIRIT MERCHANTS, &c.

PRICES VERY REASONABLE.

GOODS GUARANTEED TO BE FRESH AND OF THE BEST QUALITY.

Hongkong, January 17, 1902. 118

HIRANO

WATER.

THE QUEEN OF TABLE WATERS. PURE SPARKLING, INVIGORATING, THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. REYNELL & CO.

Beware of JAPANESE IMITATIONS.

W. H. POTTS & CO., AGENTS FOR HONGKONG.

Price: 3.50 per Case of 4 Dozen.

1/2 4.50 4 22

BOVRIL AT THE FRONT.

BOVRIL has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The 'Lancet' has had frequent references to BOVRIL in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to BOVRIL to make his story complete. Rudyard Kipling and Bacon-Powell have written their BOVRIL stories. Over 500 British hospitals and similar public institutions use and prescribe BOVRIL, not only for food, but BOVRIL.

The reason is not far to seek. BOVRIL is a nourisher as well as a stimulant. It contains the albumen and fibrine, the sustaining properties of the beef. It is this fact, together with its absolute purity, that commands BOVRIL to physicians and scientists, and proves in practice what it demonstrates in analysis.

BOVRIL

To be obtained at all Stores, Chemists, Grocers, &c., throughout Hongkong, China and Japan.

969

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4 PRINCE CENTRAL (NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION, BOILER COMPOSITION, ENGINE AND OTHER OILS, ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

1702

IMPORTANT ANNOUNCEMENT.

The 'Steinway' Piano.

The 'Pianola' Piano Player.

LANE, CRAWFORD & CO.

HAVE pleasure in informing the Musician Public that they have been appointed SOLE AGENTS for the world-renowned STEINWAY PIANO and the PIANOLA, the latter being the only real 'part' PIANO PLAYER.

The PIANOLA enables anyone to play with inimitable technique all the PIANO literature of the world, it has been endorsed by the World's greatest pianists, amongst whom may be mentioned, Paderewski, Rosenthal and Sanz.

To properly appreciate the PIANOLA it is necessary to see it in use, and we shall be happy to demonstrate it to anyone who cares to call.

These instruments have been SPECIALLY made for the Hongkong climate and are guaranteed.

Sold only by LANE, CRAWFORD & CO.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT. NEWLY-FURNISHED ROOMS. TWO ELEVATORS.

NEW REFRIGERATING PLANT. BEST QUALITY LIQUORS & PROVISIONS.

2196

ASK FOR FERGUSON'S

P. & O. SPECIAL DREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CRÈME DE LA CRÈME OF WHISKIES.

PURE AND MILD.

Sole Importers, F. BLACKHEAD & Co.

KELLY & WALSH, LTD.

NEW BOOKS BY ENGLISH MAIL.

Submarine Warfare: Past, Present, and Future, by H. C. Fyfe; Introduction by Admiral Fremantle; Illustrated. \$ 6.00

The American Invaders: The Real Nature of the Industrial War in England, by F. A. McKenney. 2.10

Colonial Government: Introduction to Study of Colonial Institutions, by P. S. Ramesh. 4.20

The New South Africa: its Value and Development, by W. H. H. 4.20

Illustrated and Maps. 4.20

History of Civilisation in England, by H. T. Buckle; Cheap Ed.: 3 Vols. 8.25

China in Decay: the Story of a Disappearing Empire, by Alexis Kravsky; Cheap Edition. 3.60

Notes on the Construction and Working of Pumps, by E. C. R. Marks. 3.00

A Glossary to the Works of Shakespeare, by Rev. A. Dyce. 6.10

Malaria: its Cause, Prevention, and Treatment, by Ronald Ross, Liverpool School of Tropical Medicine. 1.50

Lady Peggy Goes to Town, by F. A. Mathews. 1.75

McTeague: A Story by San Francisco, by P. Norris. 1.75

The Unspeakable Secret, by T. H. W. Cresswell. 1.75

A Friend of Nelson, by H. G. Hatchin. 1.75

Love with Honour, by Chas. Marriott. 1.75

Godfrey Merivale, H. B. Marriott Watson. 1.75

The Household Medical Adviser: A Complete Popular Scientific Work of Reference: How to Prescribe for and Treat all Classes of Ailments and Diseases, by J. Muller M.D.; 329 Anatomical Models. 11.00

New Illustrated Edition of Green's Short History of the English Popular Parts 1, 2, 3, and 4, each 0.45

The Making of England, by J. R. Green; 2 Vols. 7.60

Science and Christian Tradition: Essays, by Prof. T. H. Huxley. 3.50

Science and Education, by Prof. T. H. Huxley. 3.50

Man's Place in Nature and Other Essays, by Prof. T. H. Huxley. 3.50

Discourses, Biological and Geological, by Prof. T. H. Huxley. 3.50

Lo Pas Relève, by Martell. 2.60

8

MUSIC LESSONS

MR. L. A. GRACA receives Pupils for the VIOLIN, MANOLINE and GUITARRA.

For Terms, Etc., apply to THE STUDIO

'ELVIS VILLA, No. 19, CAINE ROAD.

Hongkong, December, 27, 1901. 2263

ZETLAND HOUSE.

No. 10, QUEEN'S ROAD CENTRAL. SUPERIOR ACCOMMODATION.

MEALS AT ALL HOURS: BREAKFASTS, TIPPINGS, TEAS, DINNERS AND SUPPERS.

Moderate Charges.

MRS. WATLING, Proprietress.

Hongkong, May 29, 1902. 1144

MUNICH

DARK BAVARIAN

BEER

1 Case = 4 Doz qts. \$14.00

1 " = 6 Doz pts. 14.50

H. PRICE & CO.,

458 12, Queen's Road.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net \$5.50 per cask, ex Factory.

In bags of 250 lbs net \$3.50 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG

For further particulars, apply to

Shewan, Tomes & Co., GENERAL MANAGERS.

2830

The Peak Hotel.

Admirably Situated—Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

89 Telephone No. 29. Town Office, 7, DUNDRELL STREET.

DENNY, MOTT & DICKSON, LD.

BANGKOK (SIAM).

TRADING MERCHANTS AND SAW MILLERS.

SIEMSEN & CO., Sole Agents for Hongkong and South China.

Hongkong, August 1, 1901. 1559

Cutler, Palmer & Co.,

(Wine Shippers to China since 1815).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901. SIEMSEN & CO. 1463

VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE REFRESHING APERIENT.

CAMPHEENOL.

UNQUALLED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

763

COTTAM & CO.

HAVE JUST RECEIVED, EX. S.S. GANDIA,

NEW FELT HATS. DRESS SHIRTS. COLLARS, ETC.

Hongkong, August 23, 1902. 2229

CHAMPAGNES

FROM

CHARLES HEIDSIECK,

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

W. BREWER & CO.

SOME RECENT BOOKS.

THE FRENCH IN TONKIN AND SOUTH CHINA, with Illustrations and Map, by A. CUSSEMAKER. \$3.00

The Unexpected, by Rowland Gray. 1.75

Dick Dushwood, by Sagon. 1.75

Lord Roberts, by Violet Brooke Hunt. 1.75

Reminiscences of Sir Barrington Beaumont, Bart. 1.75

The Last Square, by L. T. Meade. 1.75

The Shadow of the Cross, by Crowie. 1.75

The Labyrinth, by R. Murray Gilchrist. 1.75

The Lions Whelp, by Amelia R. Barr. 1.75

Blue Lilies, by Lucas Clove. 1.75

Coronation, by B. Hamilton. 1.75

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCENETZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LLOYD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.
55, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
80, QUEEN'S ROAD CENTRAL.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 43, KANAME-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDING, 12, HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES.

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimoda, Moji, Wakamatsu,
Kamatsu, Nagasaki, Kuchino, Suwayama, Misaki, Hakodate,
Tsushima, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the
State Railways, the Imperial Railway Companies and Industrial Works, Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tanaka, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Honda, Ichimura, Kanada, Kishima, Mameda,
Mannoura, Onoura, Otsuji, Sasahara, Tsubakura, Yoshinomi, Yoshino, Yumokibara,
and other Coals.

Hongkong, April 17, 1902.

N. INUZUKA, Manager, Hongkong.

Rainier BEER
FAMOUS FOR ITS QUALITY
THERE'S NEW VIGOR AND STRENGTH
IN EVERY DROP

Per Case of 6 dozen Pints, ... \$15.00
do. 4 dozen Quarts, ... \$15.00

A. S. WATSON & Co., Ltd.
Sole Agents for HONGKONG, CHINA AND MANILA

ASK FOR DROZ & CO.'S
LEVER WATCHES
and CHRONOGRAPHS.

All Watches Guaranteed.

Best Value, compatible with Good
Workmanship.

TRADE MARKS:
BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.

DROZ & CO.,

No. 10, Queen's Road Central.

TAKE
HOLLOWAY'S
PILLS

For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 75, New Oxford Street, London, sold by all Chemists and Medicine Vendors.

El

Intimations.

HONGKONG JOCKEY CLUB.

MEMBERS who are desirous of
SUBSCRIBING FOR CHINA
PONIES for forthcoming Meeting, and
who have not already sent their names
in, will please communicate with the
undersigned.

A. S. ANTON,
Acting Clerk of Course.
Hongkong, August 23, 1902. 1740

HONGKONG JOCKEY CLUB.

PROGRAMME FOR THE 1903
MEETING.

FIRST DAY.

1. Wong-Nai Chong Stakes, Five Furlongs, ... Hongkong Waters
2. Valley Stakes, 3/4 Mile, ... China Ponies
3. Maiden Stakes, 3/4 Mile, ... China Ponies
4. Victoria Stakes, One Mile, ... China Ponies
5. Pinchoy Cup, 2 Mile post once round & in, ... Open Waters
6. Derby, One & a half Miles, ... China Ponies
7. Ladbroke Cup, One Mile, ... China Ponies
8. Club Cup, One & a half Miles, ... China Ponies
9. Encouragement Stakes, One Mile, ... China Ponies
10. Chinese Club Cup, Once round, ... China Ponies

SECOND DAY.

1. Flyaway Stakes, Seven Furlongs, ... China Ponies
2. Exchange Plate, 3/4 Mile, ... China Ponies
3. Professional Cup, One & a half Miles, ... Open Waters
4. German Cup, quarter, ... China Ponies
5. Garrison Cup, One Mile, ... China Ponies
6. Jockey Cup, One Mile, ... China Ponies
7. Great Southern Stakes, 2 Mile post once round & in, ... China Ponies
8. Navy Cup, One & a quarter Miles, ... Hongkong Waters
9. Hongkong Stakes, One Mile & a quarter, ... China Ponies
10. Tai Yauk Fong Cup, Once round, ... China Ponies

THIRD DAY.

1. Spring Stakes, 2 Mile post once round & in, ... China Ponies
2. Grand Stand Stakes, One Mile, ... China Ponies
3. Challenge Cup, One Mile & three quarters, ... China Ponies
4. Ladies Purse, One Mile, ... Hongkong Waters
5. Blake Challenge Cup, One Mile, ... China Ponies
6. The Purse Cup, One Mile, ... China Ponies
7. Phaeton Stakes, 3/4 Mile, ... China Ponies
8. Champions, One Mile & a quarter, ... China Ponies
9. Water Champions, One Mile & a quarter, ... Open Waters
10. Nil Desperandum Stakes, 1/2 Mile, ... China Ponies

Weight for inches as per Hongkong Jockey Club Standard.

Subject to penalties for winners and allowances for Non-Winner and Grifflins as may be determined by the Stewards hereafter.

'Hongkong Waters' means all Waters imported into Hongkong in any year as 'Subscriptions' or 'Derby Grifflins.'

'Water Grifflins' means all Waters imported into Hongkong in 1902 as 'Subscriptions' or 'Derby Grifflins.'

'Open Waters' means all Waters imported into Hongkong in any year as 'Subscriptions' or 'Derby Grifflins.'

'China Grifflins' means all China Ponies imported into Hongkong in 1902 as 'Subscriptions' or 'Derby Grifflins.'

'China Ponies' means all China Ponies imported into Hongkong in 1902 as 'Subscriptions' or 'Derby Grifflins.'

By Order of the Stewards.

A. S. ANTON,
Acting Clerk of Course.

Hongkong, August 27, 1902. 1746

Kinghorn & Macdonald,

Consulting Mechanical Engineers
and Surveyors.

CONTRACTORS FOR THE SUPPLY OF ALL
KINDS OF MACHINERY AND
APPLIANCES.

ICE MAKING.

MESSRS. KINGHORN AND MAC-
DONALD having been appointed
SOLE AGENTS for Messrs. J. and E. HALL'S
PATENT REFRIGERATING MACHINERY, are
prepared to supply Estimates, Plans and
Specifications for all sizes of Machines.

Office: No. 13, DEACONS' BUILDING, ARCADE-
(ground floor).

Telephones, No. 143.
Telegrams, "KINGHORN, Hongkong."

A. B. C. and A.I. Codes used.

JOHN W. KINGHORN,
M.I.M.E., M.I.Mech., E. London.
DONALD MACDONALD.
Hongkong, May 28 1894. 1063

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

報日字華

THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS IN CHINA AND JAPAN.

\$2 per Annum delivered in Hongkong.
\$12.50 to all Overseas.

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, 'CHINA MAIL.'

Intimations.

THE HONGKONG COTTON SPIN-
NING, WEAVING AND DYING
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING
OF SHAREHOLDERS of the above
Company will be held in the OFFICES
of the GENERAL MANAGERS, on MON-
DAY, the 15th SEPTEMBER, at 11.30
A.M. for the purpose of receiving the
Report of the Consulting Committee and
Statement of Accounts to 31st July, 1902.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 9th
to 15th Instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, September 2, 1902. 1791

THE PUNJON MINING COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that at a
MEETING of the Board of Direc-
tors of the above named Company held on
the 18th day of AUGUST, 1902, it was re-
solved that the following Ordinary Shares
of the said Company, the distinguishing
Numbers of which are hereunder written,
be, and they were duly FORFEITED in
accordance with Article No. 28 of the
Articles of Association of the said Com-
pany.

Notice of the liability of FORFEITURE
of these SHARES appeared in the Hong-
kong Local Newspapers from the 8th day
of July to the 25th day of July, 1902.

NUMBERS OF FORFEITED SHARES.

2559/2563 4234/4234 12273/12277
13007/13270 19064/19283 21433/21447
22149/22171 23049/23048 33022/33091
30142/30146 38154/38163 38369/38372
40308/40302 55291/55349 65391/65490
67002/67326

W. KERFOOT HUGHES,
Acting Secretary.

Hongkong, 19th August, 1902. 1711

MINERAL
ASSAYS & ANALYSES.

THE 'ANGLO-VALLEY COMPANY, LTD.,
having its own well-equipped Labo-
ratory, is prepared, in order to assist in the
Mineral Development of China, to do Assay
work of all descriptions, Quantitative
Analyses, and to classify minerals for Mine
owners and others.

Minerals as well as Minerals of Economic
value purchased and consultations arranged
by appointment.

Terms moderate.

Address:—THE LABORATORY,
49, Soochuan Road.

Cable Address,
'YANGPUSS', Shanghai.

5th October, 1901. 1735

E. C. WILKS & CO.

MR. E. C. WILKS, late of Kowloon
Docks, has established himself,
under the above title, as
CONSULTING ENGINEER AND
MARINE SURVEYOR.

Estimates for all classes of Engineering
and Ship Work.

10, QUEEN'S ROAD CENTRAL.
Hongkong, November 1, 1901. 2091

THE
CHINA AND JAPAN
TELEPHONEAND
ELECTRIC COMPANY,
LIMITED.

NEW REGULATIONS.

SUBSCRIBERS are no-

tified that when A CALL

IS MADE and the

TELEPHONE IS NOT

ANSWERED by the

PERSON ACTUALLY RE-

QUIRED, instead of Listen-

ing until this Person can

be found it is better to

give their Name and

Number to anyone an-

swering, and then TO

RING OFF.

—

WHEN THE PERSON RE-

QUIRED REACHES THE

INSTRUMENT, A FRESH

CALL CAN THEN BE

MADE FROM THAT END.

—

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON

Manager.

Hongkong, September 1st 1901. 141

Intimations.

THE
ANGLO-AMERICAN STORES.

No. 1 and 3, Wellington Street, Hongkong, and
64, Elgin Road, Kowloon.

High-Class Provisions.

ALL GOODS GUARANTEED TO BE FRESH.
PRICES VERY REASONABLE.

Sewing Machines of the Best makes in stock.

Orders promptly attended to.

DOOLITTLE & POLLOCK,
PROPRIETORS.

Auctions.



PUBLIC AUCTION

THE Undersigned have received instructions
from the Base Medical Store
Depot C. F. to Sell by Public Auction,
on

WEDNESDAY,

the 3rd September, 1902, at 2.30 p.m.,
at their Sales Rooms, 23, Des Voeux Road,
A QUANTITY OF MEDICAL AND
SURGICAL STORES.

Terms:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, August 30, 1902. 1785

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
on

WEDNESDAY,

the 3rd September, at 2.30 p.m. at their
Sales Rooms, 20 Des Voeux Road.

SUNDRY HOUSEHOLD FURNITURE,
Comprising—

ONE VIENNA DRAWING ROOM SUITE,
TEAKWOOD DRESSING TABLES with GLASS
BOOKCASE, CASH TABLE, MARBLE TOP
WASHING, TEAKWOOD SINGAPORE with
GLASS, IRON BEDSTEADS, CUPBORDS and
RUGS, CHINAWARE, PICTURES, &c.

Also
ONE SEMI-GRAND PIANO by John Brins-
mead & Sons, London.

And
ONE EMPIRE TYPEWRITER (in good
order and condition).

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 31, 1902. 1788

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15
p.m. every half hour.

SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, December 17, '01. 1061

APOL & STEEL
PILLS

A Remedy for all Irregularities.
Superior to Blue Pills, Purgatives, &c. &c., &c.
Solely by
A. S. WATSON & CO., LTD., HONGKONG.

MARTIN, Chemist, SOUTHAMPTON ENGLAND.

CHEESE! CHEESE! CHEESE!
JUST LANDED by S.S. 'PRINCESS IRENE.'

EMMENTHAL, SWISS, LIMBURG,
KROUTER, BRIE, ROQUEFORT,
NEUCHÂTEL and CAMBERBERT.

Also
FINEST GERMAN SAUSAGES of
Various Kinds, BEST ASSORTED
GERMAN PICKLES, FIRST-CLASS
ASSORTED FISH (ABERDEEN).

H. RUTTONLEE,
Telephone No. 190,
No. 5, D'Almeida Street, H.K.,
Nos. 39 and 40, Elgin Road, Kowloon.

Hongkong, August 27, 1902. 1764

三字經
THE TRI-METRIAL CLASSIC.

Translated from the Chinese
by E. J. EITEL, Ph.D.

To be had—Price 20 Cents each—from
the 'CHINA MAIL' Office, 4, Wyndham
Street.

THE SCARCITY OF METALS
AND PROHIBITION OF
CARELESS USE.

Engineering, referring to the fact
that the supply of platinum does not
keep pace with consumption, whereby
industries will languish for want of
the material, commends the Reichstag,
of the Fatherland, for the proposal to
introduce a legal prohibition of the use
of platinum where it could be replaced
without serious inconvenience by some
other metal, and to limit its con-
sumption to cases where its employment
is essential. It is not easy to see how
such an enactment as this could be
enforced strictly; but, in the abstract,
the measure was undoubtedly wise.
Besides, the restricted use of platinum
in one country could go a very little
way to remedy a situation that is be-
coming acute in all manufacturing
countries. For the metal is in great
request in the manufacture of electrical
apparatus, and for electrical engineering
generally, as well as for numerous
other purposes for which no effective
substitute has been found. There is no
good reason to anticipate an actual
exhaustion of supplies; but the fear is
that, with the progress of electricity
mainly, the gulf between demand and
supply may become wider and wider.
Already platinum is more valuable
than gold. Something like 95 per cent.
of last year's production of 13,800 lb.,
as compared with 13,250 lb. for 1900,
came from Russia; and while it is pro-
bable that scientific exploitation of
the whole of the Urals would lead to
the discovery of other sources of supply,
it is pretty clear that in the Govern-
ment of Perm little enough progress is
being made, in spite of the profitability
of the industry. The metal is obtained
from alluvial deposits, or platinum-
bearing sands, which frequently include
gold, and which very in occurrence up to
4 or 5 zolotniks (the zol=66 grains
troy) and more in 100 pounds of sand
(3610 lb.). The thickness of the beds
ranges from 3 ft. to 7 ft. We have
been told to look to New South Wales
as an important source of supply, and
probably with scientific exploitation, the
investment of a reasonable amount of
capital, and the diversion of a fair num-
ber of miners, that colony would be of
great use in supplying the world's re-
quirements. The metal is obtained
chiefly from the Fifield district, about
322 miles west of Sydney, where it is
found associated with gold. Whereas
this centre yielded 1250 oz. in 1898, it
yielded only 530 oz. in 1900. Probably
the lack of organisation and the attrac-
tions of the goldfields explain the de-
crease. The superintendent of the Assay
Office at Vancouver, adds Engineering,
has reported that among the specimens
of gold brought to him to be refined, he
has found considerable quantities of
platinum; and he is under the impression
that the miners do not know platinum
when they see it. Very little of the
metal is obtained in the United States.

WHAT IS PAIN BALM?

CHAMBERLAIN'S Pain-Balm is a
valuable and, while adapted to all the
ordinary uses of a liniment, has qualities
which distinguish it from other remedies
of this class. Pain Balm is especially bene-
ficial for the treatment of those kinds of
cases can be cited in which it has effected a cure
when the sufferer had previously tried the
best medical service without securing relief.
Pain Balm is positively guaranteed to give
relief in the most severe cases of chronic or
acute rheumatism.

Pain Balm treats bruises, burns and scalds
in less time than any other treatment. It
is 'antiseptic'; that is, it prevents putrefac-
tion and by so doing, generally prevents an
unpleasant odor remaining after the injury is
healed. For lame back, lumbago, and neu-
ralgia, Pain Balm has no equal. It has the
quality of 'getting to the right spot.' No
sufferer from these distressing affections
should defer a trial of this remedy. One
application gives relief. Try it. For sale
by All Dealers. WATKINS Ltd., General
Agents.

ROUND THE GLOBE.

A Whistler Story.

Here is an excellent and very typical story of Mr. McNeill Whistler:

A Colorado millionaire—extremely millionaire—one who is getting upon an art gallery went to Whistler's studio in the Rue du Bac. He glanced casually at the pictures on the walls—symphonies in rose and gold, in blue and grey, in brown and green.

"How much for the lot?" he asked, with the confidence of one who owns gold mines.

"Four millions," said Whistler.

"What?"

"My posthumous prices." And the painter added, "Good-morning."

Ready for the Next Go.

Thomas Atkins and the Colonial trooper have become firm friends in South Africa, to judge from a conversation in the streets of Bloemfontein, when a company of the Bedford Regiment were leaving for home.

"Where are you off to?" inquired a Colonial.

"Home," said Tommy. "Home, sweet home. We've done with Africa and now we're ready for France or Russia or wherever wants to have the next turn."

"I wish you luck if it does come off," was the retort, "and we Colonials will be there, too."

"Good on ye," answered Tommy. "And right glad we'll be to see you."

The Bride's Aspirations.

"I shall never permit myself to become a household drudge," said the bride with the honours of a University career still fresh upon her. "I shall endeavour to improve my mind."

"That is a good idea," answered her mother; "but don't let your literary pursuits monopolise you. Remember there are times when current jelly appeals to a man a great deal more than current science."

A Salter Pharaoh.

An enthusiastic collector of mummies reached the Belgian frontier the other day with an ancient and respected Egyptian corpse.

At the Customs the officials asked what it was. "A mummy," was the answer.

"You can't take it in without paying duty."

"But mummies pay no duty," replied the traveller.

"We will consult the register," replied the official. An enormous volume was examined, but with no result; mummies were not classified.

"Declare it as salt fish," shouted the official to one of the clerks, and thus the mummy of a possible Pharaoh made its triumphant entry into Belgium.

Scientific investigations have revealed the true nature and composition of cod liver oil, which have been thoroughly verified by experience. No longer is it necessary to force down a dose of nauseating, repulsive cod liver oil to get its medicinal effects. The extractive—the tonic, curative, re-building part—may be taken separately in a pleasantly palatable form and with far better result. The grease—the oil—is not only useless, but is undesirable and often detrimental.

Stearns' Wine of Cod Liver Oil is unexcelled as a tonic and reconstructive. It is free from oily matter—devoid of any irritative of cod liver oil, yet is the most effective preparation of the latter ever offered. Just the thing for run down, weakened, puny conditions of the system. Its best friends are those who have tried it, and know what it is. Wholesale from A. S. Watson & Co., Ltd., Hongkong.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

\$14 per Annum (including Postage). "China Mail" Office, 5, WYNDHAM STREET, HONGKONG.

HONGKONG SUBSCRIPTION LIBRARY.

18 BANK BUILDINGS, WYNDHAM STREET. Founded in 1891, by Dr. Cantlie, and Conducted for several years by H. E. POLLOCK, Esq., R.C.S.

Subscriptions—payable in advance \$7.50 per half-year; \$14.00 per annum.

THE LIBRARY contains, in addition to fiction, a number of Standard works of Biography, History, Travel, &c., and Works of Reference, and it is hoped to maintain it up to date.

Intending subscribers are requested to apply to

CAPTAIN SPENCER,

Hon. Sec. and Treasurer

Travellers' Insurance Office.

Hon. J. H. STEWART LOCKHART, C.M.G., S. B. DOWNER, Esq., R. SHERMAN, Esq., Hongkong, January 2, 1902.

THE BACK DOOR.

THE series of Articles entitled "THE BACK DOOR," which appeared in the "China Mail," have been reprinted and may be obtained in Pamphlet Form. Price—1/-.

UNTouched BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

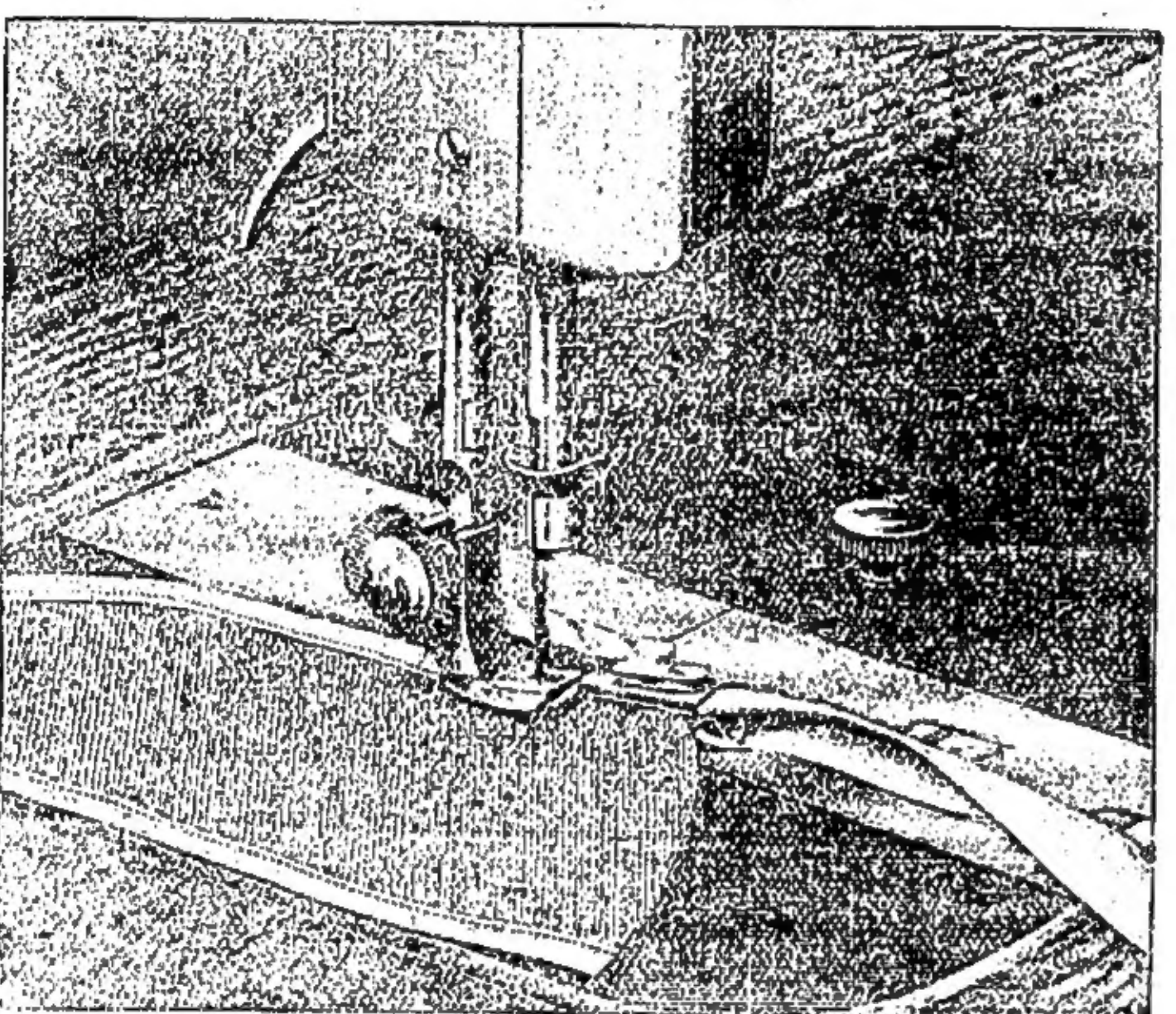


MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickening of Pregnancy.

SEWING MACHINES FOR EVERY STITCHING PROCESS.



GENUINE SINGER MACHINES AT POPULAR PRICES, ON CREDIT OR EASY MONTHLY PAYMENTS.

THE SINGER MANUFACTURING CO., 3A, WYNDHAM STREET, HONGKONG.

EDWARDS' HARLENE FOR THE HAIR

THE GREAT HAIR PRODUCER & RESTORER

The Very Finest Dressing. Specially Prepared and Delicately Perfumed. A LUXURY AND A NECESSITY TO EVERY MODERN TOILET.

Restores the Hair, Promotes the Growth, Arrests the Fall, Strengthens the Roots, Preserves the Hair, Removes Dandruff, Alleviates all Irritation.

"HARLENE" Preserves, Strengthens and Invigorates Children's Hair.

Full description and directions for use in 20 languages supplied with every bottle. 1/6, 2/6 and (triple 2/6 size) 4/6 per Bottle of Druggists &c., all over the World. EDWARDS' "HARLENE" Co., 95 & 96, HIGH HOLBORN, LONDON, W.C.

Milkmaid BRAND Milk

Guaranteed Full Cream.

Largest Sale in the World.

DARTRING 'LANOLINE'

Natural Toilet Preparations.

"DARTRING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun. "DARTRING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

Wholesale: G. H. HALL, VICTORIA, E.C.

Hotels.

Pelham House,
FAMILY HOTEL,
WYNDHAM STREET,
M. MOORE,
Proprietress.

THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.

THREE minutes' walk from the Steamer Ferry-launch from the City of Victoria. A First-class Hotel, with thirty-five airy Bedrooms. Everything of the Best. Dinner Parties by Special Arrangement. Billiards (Thames Match Table). Most perfect culinary arrangements. Food both in European and Eastern styles.

H. RUTTONJEE, Proprietor.
Hongkong, March 3, 1902. 458

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden. It is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Ferry, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alley and Billiards. The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS, Proprietors.
Hongkong, September 6, 1900. 850

NEW VICTORIA HOTEL.

ROISSERIE.
Hongkong, May 1, 1900. 1787

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Table at Moderate Rates. Madar & Farman, Proprietors.

Hongkong, May 1, 1900. 1787

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS. TELEPHONE 56.

For Terms, Apply to the MANAGER. 741

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG. A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1900. 2639

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

Apply to the MANAGER. 741

His Britannic Majesty's Ships on the China Station.

Name.	Tons.	Gun.	H.P.	Captain.	Last reported at.
Albatross	1700	—	3000	Comdr. Seymour E. Erskine	Japan
Albatross	12,500	16	13,000	Comdr. Walter Carey	China
Albatross	11,000	16	13,000	Captain Windham	Hongkong
Albatross	4300	10	5,000	Captain J. Stirling	Hongkong
Albatross	12,000	16	18,000	Captain H. Chery	Japan
Albatross	9000	12	13,000	Captain F. G. Stipford	Hongkong
Albatross	710	6	1300	Lieut.-Com. F. M. Leake	Taku
Albatross	710	6	1300	Captain H. M. Tabor	Foochow
Albatross	12,000	14	21,000	Captain R. H. S. Stokes	Hongkong
Albatross	300	—	300	Comdr. Barton	Wohaiwei
Albatross	6000	11	9000	Comdr. J. Graham	Hongkong
Albatross	1070	10	1400	Captain W. A. Carter	Japan
Albatross	360	8	5700	Captain Lewis Wirtz	Wohaiwei
Albatross	1680	12	3200	Lieut.-Com. G. C. Hardy	Wohaiwei
Albatross	455	4	300	Fleet Reserve	Wohaiwei
Albatross	12,500	16	13,500	Comdr. J. D. Dainton	Hongkong
Albatross	12,500	16	13,500	Lt.-Comdr. G. E. Powell	Yangtsze-Kiang
Albatross	275	6	4000	Comdr. C. W. M. Plenderleath	Wohaiwei
Albatross	275	6	4000	Captain W. G. White	Japan
Albatross	1640	—	800	Lt.-Com. C. P. Mansel	Shanghai
Albatross	3800	16	9000	Comdr. W. H. Nicholson	Hakodate
Albatross	260	6	3000	Capt. Harry C. Reynolds	Wohaiwei
Albatross	180	2	800	Lt.-Com. Morris H. Smyth	Shanghai
Albatross	980	10	1400	Com. D. St. A. Wake	Hongkong
Albatross	85	2	240	Comdr. C. A. W. Hamilton	Anson
Albatross	980	6	14,000	Lt.-Comdr. Murray Lockhart	Hongkong
Albatross	85	2	240	Lt.-Comdr. Worsley	Tunging Lak
Albatross	85	2	240	Fleet Reserve	Hongkong
Albatross	250	6	6500	Captain F. G. Stipford	Hongkong
Albatross	5000	11	9000	Comdr. R. W. Dalgety	Wohaiwei
Albatross	450	4	800	Lieut. Furber	Wohaiwei
Albatross	380	3	200	Lt.-Com. C. Mackenzie, D.S.O.	Wohaiwei
Albatross	980	10	1400	Lt.-Com. Hugh Somerville	Hongkong
Albatross	600	—	450	Lt.-Com. Chittick	Shanghai
Albatross	300	6	5900		
Albatross	275	4	1000		
Albatross	150	2	550		
Albatross	150	2	550		

* Flag of Vice-Admiral Sir Captain A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Maria Theresa	Austrian cruiser	6900	30	10,000	Captain Hans	Shanghai
Albatross	French gunboat	300	—	—	Lieut. A. Bolloy	Saigon
Argus	French gunboat	—	—	—	Capt. C. Caspin	Canton
Aspie	French gunboat	475	3	450	Commander Journef	Saigon
Avallanche	French gunboat	—	—	—	—	Canton River
Bengali	French gunboat	580	—	—	Lieut. Fille	Haiphong
Bergaud	French cruiser	4000	19	9000	Capt. Lefevre	Shanghai
Cometo	French gunboat	525	—	—	Commander Louel	Haiphong
Decade	French gunboat	690	—	—	Commander Leamy	Shanghai
Diectrecastreux	French flag ship	8114	14	12,500	Captain Fournet	Chifu
Friend	French cruiser	3730	10	9000	Captain Serret	Nagasaki
Kersant	French gunboat	1250	6	2200	Capt. Le Goffeur	Saigon
Lion	French gunboat	470	—	—	Capt. Biele	Saigon
Oiry	French gunboat	—	—	—	Capt. Huet	Yokohama
Redoubtable	French cruiser	3980	14	4500	Captain Louis	Yokohama
Styx	French cruiser	9437	8	6700	Captain Bonin	Along Bay
Surprise	French gunboat	1600	—	—	Capt. Vincet	Saigon
Taking	French gunboat	620	—	—	Captain Morret	Shanghai
Vauban	French cruiser	—	—	—	Captain Blouet	Yokohama
Vigilant	French gunboat	—	—	—	—	Canton
Vipere	French gunboat	400	4	441	Comdr. Villeneuve	Along Bay
Bassar	German gunboat	1600	8	2900	Comdr. von Tassowitz	Kiatschou
Furet Bismarck	German flag ship	11,000	36	14,000	Captain Friedrich	Wuang
Gela	German gunboat	1000	8	1500	Capt. Paschen	Nagasaki
Hansa	German cruiser	6000	20	10,000	Capt. Paschen	Vladivostok
Hertha	German cruiser	6000	20	10,000	Capt. Paschen	Shanghai
Ilith	German gunboat	1000	10	1300	Lieut.-Commander Stanner	Nagasaki
Jaguar	German gunboat	900	10	1300	Comdr. Berger	Shanghai
Loon	German gunboat	550	10	1300	Comdr. Wuchmann	Hongkong
Schwalm	German gunboat	1120	8	1500	Comdr. Rihlmann	Canton
Scadeler	German gunboat	1600	8	2800	Comdr. Hoffmann	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. von Mittelstet	Tientsin
Vorwarts	German gunboat	—	—	—	Comdr. von Weiss	Tungting Lake
Lombardia	Italian cruiser	2900	10	6843	Captain John Ross	Shanghai
Marc Polo	Italian cruiser	4583	16	10,543	Captain Betti	Nagasaki
Puglia	Italian cruiser	2250	10	7000	Captain Zani	Shanghai
Vesuvio	Italian cruiser	4500	14	6820	Captain Zani	Shanghai
Dia	Portuguese gunboat	750	—	—	Captain Azouvedo	Hongkong
Zaire	Portuguese gunboat	600	—	—	Captain F. J. B. Loo	Hongkong
Admiral Nachinoff	Russian cruiser	9000	18	8,800	Captain Stenmann	Hakodate
Albat	Russian gunboat	810	6	750	Comdr. Guntter	Vladivostok
Ananur	Russian cruiser	2600	5	4700	Comdr. Guntter	Port Arthur
Belver	Russian gunboat	1000	8	1500	Comdr. Zolotarev	Port Arthur
Gaidamar	Russian gunboat	200	8	3500	Comdr. Zolotarev	Port Arthur
Gromakhi	Russian gunboat	1490	6	2900	Comdr. Mikshersky	Shanghai
Gromakhi	Russian battleship	12,384	44	14,500	Captain Jessen	Port Arthur
Gromakhi	Russian gunboat	1000	6	1000	Comdr. Shumoff	Port Arthur
Korsetz	Russian gunboat	1215	7	1500	Comdr. Nizakovsky	Shanghai
Mandjour	Russian gunboat	1294	7	1100	Comdr. Kevansky	Vladivostok
Oravjay	Russian gunboat	1400	6	2900	Comdr. Vasilief	Port Arthur
Pereviet	Russian battleship	12,674	15	14,500	Captain Korolef	Nagasaki
Petravayevsk	Russian battleship	10,960	16	14,600	Captain Jakovlev	Port Arthur
Poltava	Russian battleship	10,960	16	14,600	Captain Ozerof	Port Arthur
Rasbomir	Russian cruiser	1334	10	1780	Comdr. Kevansky	Port Arthur
Rosia	Russian protected cruiser	12,200	32	17,000	Captain Seppelmann	Vladivostok
Ruck	Russian protected cruiser	10,923	26	12,500	Capt. Matsuevich	Yokohama
Savastopol	Russian battleship	10,960	16	10,000	Captain Fiedoroff	Port Arthur
Silach	Russian gunboat	350	2	1125	Lieut.-Comdr. Lronoff	Port Arthur
Sivoch	Russian gunboat	1050	8	1120	Comdr. Ginter	Port Arthur
Varyug	Russian cruiser	6500	27	20,000	Capt. Bahr	Port Arthur
Ves-Duk	Russian gunboat	500	9	3500	Comdr. Zageriansky-Kissel	Port Arthur
Zabiska	Russian cruiser	1250	6	1194	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Comdr. Karl Bolser	Manila
Don Juan de Austria	U. S. gunboat	1150	8	1000	Comdr. C. G. Bowman	Manila
Frolic	U. S. gunboat	1399	—	—	Lieut.-Comdr. J. M. Hiden	Manila
General Alava	U. S. gunboat	1399	—	—	Lieut.-Comdr. W. F. Halsey	Manila
Helen	U. S. gunboat	1312	8	1988	Comdr. R. R. Fergusoll	Shanghai
Isla de Cuba	U. S. gunboat	1312	8	2200	Comdr. W. J. Maxwell	Manila
Isla de Luzon	U. S. gunboat	1312	8	2200	Comdr. J. K. Cogswell	Manila
Kentucky	U. S. flag ship	11,500	14	10,000	Captain C. H. Stockton	Kobe
Manila	U. S. gunboat	1300	—	700	Comdr. T. H. Stevens	Hongkong
Monadnock	U. S. monitor	5000	—	2000	—	Hongkong
Monterey	U. S. gunboat	1312	8	850	Comdr. F. M. Wise	Taku
Monterey	U. S. monitor	4081	4	5244	Comdr. Drake	Shanghai
New Orleans	U. S. cruiser	4180	—	—	Lieut.-Comdr. Sperry	Nagasaki
New York	U. S. flag ship	8200	24	17,400	Captain M. R. S. Mackenzie	Amoy
Princeton	U. S. gunboat	1000	6	1000	Comdr. J. P. Sullivan	Manila
Vesling	U. S. cruiser	1000	10	1118	Comdr. E. B. Barry	Manila
Whitington	U. S. gunboat	1397	8	1894	Comdr. E. S. Fricke	Manila
Yorktown	U. S. gunboat	1710	6	1801	Comdr. W. S. Fricke	Shanghai

TELEPHONE NO. 266.
CABLE ADDRESS: 'ACHEE', HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1854.

ACHEE & CO

祥利廣
17a Queen's Road.

**Furniture
Dealers.**

**DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.**

**ELECTRO-PLATED,
GLASS and
CHINA WARES.**

**PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.**

**COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.**

**WM. POWELL,
LIMITED.**

23 & 34, Queen's Road
(Opposite Wankong Hotel and Post Office)

**General -
Drapers -
and - - -
Outfitters**

Just Received
New Stock of Chiffon and
Net Ruffles in all the
Latest Shapes.

'Ping Pong.'

Complete sets, ranging
in Price from \$1 to
\$15.

DRESSMAKING

A SPECIALITY.
All cutting executed by
an experienced - -
Dressmaker.

**NEW MILLINERY,
NEW WASHING
SILKS,
NEW SUMMER
DRESS GOODS.**

Telephone No. 155.



SEASONABLE

WINES.

	per Dozen.
LIGHT HOCKS	\$ 0.50 to \$19.00
WHITE WINES	8.00 .. 13.00
CLARETS	4.50 .. 13.00
ST. LEON TONIC WINE	21.00
BURGUNDIES	14.00 .. 30.00

H. PRICE & CO.,

458 12, Queen's Road.

MEMOS. FOR TO-MORROW.

Auction.
2.30 p.m. Auction of Medical and
Surgical Stores, etc., at Messrs. Hughes
& Hough's Sales Rooms.

General Memoranda.

THURSDAY, September 4:—
Goods per *Hongkong* not cleared at 4 p.m.
on this date subject to rent.
Goods per *Glenary* not cleared on this
date subject to rent.

SUNDAY, September 7:—
Goods per *Nordin* not cleared at 4 p.m.
on this date subject to rent.

MONDAY, September 8:—
Goods per *Peninsular* not cleared
after this date subject to rent.

TUESDAY, September 9:—
Transfer Banks of the Hongkong Cytone
Spinning, Weaving and Dyeing
Co., Ltd., closed from this date to the
15th September, inclusive.

WEDNESDAY, September 10:—
10 a.m. Auction of the Lease of Lot 61
of the British Concession, Shantung,
China.

THURSDAY, September 11:—
11 a.m. Meeting of Shareholders of
the Hongkong Cotton Spinning,
Weaving and Dyeing Co., Ltd., at
Messrs. Jordan, Matheson & Co.'s
Office.



**A. S. WATSON & CO.,
LIMITED.**

Established A.D. 1841.

SEEDS.

We beg to announce the arrival
of our New Seasons

**FLOWER - -
AND
VEGETABLE**

SEEDS.

Which are of the finest quality,
obtained from the best
growers in England.

Customers are recommended
to send their orders as
early as possible.

CATALOGUES, WITH PRICE LISTS.

AND

HINTS ON GARDENING.

May be obtained on application.

CLAY'S FERTILIZER

and

RANSOME'S 'NEW PARIS'

LAWN MOWERS.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

121

MARRIAGE.

On the 2nd Sept., at St. John's Cathedral, Hongkong, by the Rev. P. T. Johnson, JAMES JACKSON, son of Sidney Jackson, of Longfield, Carlisle, Co. Monaghan, to ELIZABETH, daughter of Dr. Stockwell, of Dunwich, Brisbane.

The publication of this issue commenced
at 5.20 p.m.

The China Mail.

HONGKONG, TUESDAY, SEPTEMBER 2, 1902.

EDITORIAL COMMENT.

The public doubtless noted with satisfaction the punishment meted out by Mr. F. A. Hazen to the Chinaman convicted of the offence of stealing a watch and chain from a European lady in Wellington Street. Short periods of solitary confinement at the beginning and end of his period of imprisonment, with twenty strokes of the birch well applied on a vulnerable place, ought to cause reflection on the ways of transgressors, and this particular thief will probably consider Hongkong unsuited to his peculiar *metier* and leave without waiting for deportation. It is, of course, impossible to say with certainty that such punishment will bring about a cessation of street robberies from Europeans; but it is a fair assumption that it will, and we hope the Magistrates will consider it advisable to adopt similar measures when prosecuting domestic servants are brought before the Court.

Although no undue alarm need be caused by the report from AT CANTON. Canton as to the finding of anonymous and vile placards in that city, still it is well to remind ourselves that this method of rousing the base passions of the people has not yet fallen into disuse. There is absolutely nothing new in these accusations. It is really an old story, but doubtless it finds credence in the uneducated minds of the people when ever and wherever it is reproduced. It is not always easy to know the best course to follow. If they are allowed to pass unchallenged harm is certainly done, and the men who make it their business to circulate wicked calumnies are emboldened to do more. On the other hand, if the foreigners make too much fuss about them, to the illigal Chinese mind this is a sign of guilt. There is or surely must be an ever increasing number of Chinese, who know that these reports are entirely false, but it is not this class that must be considered so much as the great majority, who are in doubt or believe heartily the vilest things that are ever said of foreigners. It will be the sign of a new and better era when the inhabitants of any street or neighbourhood in this city will protest against placards like the one in question being circulated in their midst. Is it not a disgrace to the officials in Canton, some of them men of known ability, not to take immediate steps but to wait until some foreign Consul calls their attention to calumnious placards, of the existence of which they cannot be ignorant?

Norwegian Steamer Ashore.
A Nagasaki despatch on the 24th ult. reports that a Norwegian steamer was ashore on the Korean coast. The salvage vessel of the Mitsui Bishi Dockyard was despatched to the scene. The message did not give the exact locality where the accident occurred nor the name of the steamer.

Penang Rickshaws.
Penang rickshaws, after the recent strike, are fitted with the new seat covers. Says the *Penang Gazette*:—These covers are made of khaki and certainly give a neat and clean appearance to the vehicle. They will do away, too, with the annoyance caused when one enters a rickshaw and suddenly finds that it has just previously been occupied by a coolie, the marks of whose occupation are left behind upon one's white ducks. We venture to predict that, in the event of Europeans patronising the rickshaws provided with seat covers in preference to those without, these clover fittings will soon become popular with the coolies.

CHILDREN WHEN TEETHING
I HAVE more or less diarrhoea. This should be controlled and can be, by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. Every household should have a bottle at hand. Get it today. It may save a life. For sale by All Dealers; Watsons Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.
It has been decided that monuments erected in Government cemeteries to the memory of poor prisoners-of-war are to be maintained by the State in the same manner as those of British soldiers.

There will be a meeting of the Legislative Council to-morrow afternoon, when the Hon. C. S. Sharp, G. W. F. Playfair, and R. Sheehan will ask interesting questions regarding alleged bribery in the Public Works Department, collapsed houses, and the regulation of chairs and rickshaws.

It has been ruled that all troops who landed either at Sindo or Tongku between 10th June and 14th August, 1900, are eligible for the 'Relief of Peking' clasp on the China medal, but troops who landed at other ports in North China are ineligible for the clasp.

The Plague.
One case of plague is reported today. The dead body of a Chinaman was found in Yee Wo Street.

Cobras at the Peak.
On Saturday last, some carpenters employed on repairs at 'Merion', The Peak, killed a black cobra, about three feet long.

The Poor Clergy.
A striking instance of clerical poverty was related, says the *Newcastle Chronicle*, at the meeting of the Poor Clergy Relief Corporation. The Hon. Waldegrave Leslie recalled an instance told him by his brother, the late Bishop of Carlisle, of a clergyman in the Lake District—a scholar and a gentleman—who lived in the upper part of a barn. His young wife, a lady, took in the washing of the tourists to eke out their income of £40 a year.

The Carpenters' Strike.
We understand that the firm attitude of the large employers of labour towards the carpenters who went out on strike some weeks ago has had a beneficial effect upon these gentry. They are beginning to see that it is the employers and not the Guilds that provide the daily wage, and having returned to work wiser if poorer men. It is to be hoped that the legislation now in contemplation will make it punishable for Guilds to call out men in the abrupt manner they did at the outset of the present strike. The Chinese rule the most quiet enough as it is, and it is about time the Europeans did something for mutual protection if the Government will not interfere.

Terrible Struggle with a Shark.
The *Kobe Herald* of the 25th ult. says:—I will tell you of a terrible struggle that took place on the coast of Japan. A fisherman was seized by a shark, and, struggling off his back, he was thrown into the sea. The fisherman held on to a long pole to the man when he came to the surface, and the shark then dropped his hold. The man was almost exhausted, but the fisherman, who saw they saw the shark go to plauds, succeeded in getting him on board their smack. The man was quite unconscious before he reached the shore, and for a long time the efforts made to restore consciousness were unsuccessful. Fortunately, two marines from the German battleship *Frank* happened to pass, and seeing a crowd assembled on the beach they went to see what was going on. Taking in the situation at a glance, both men did everything they could to induce artificial respiration. After some time, the unfortunate man opened his eyes, and was able, at intervals, to give his name and address. A few minutes later he fell back dead. A telegraphic message was sent to the man's family, and the remains were handed over to them during the night. The man lost all the fingers on his left hand and four on his right, the small finger alone being left. His hip was terribly mangled. The terrible affair has given rise to some extraordinary reports. One is that a school of sharks has been seen in the neighbourhood, but the truth is that so far only the one shark has been seen. Mr. Hattori, the Governor of the Prefecture, happened to be at Maiko yesterday, and visited the spot just after the unfortunate victim succumbed.

Navies of the World.
From the German Naval Year-Book for 1902, a summary of the 'Nautica', the Berlin correspondent of *The Standard* takes the following summary of the Navies of the world according to the latest statistics. To enable the reader to draw a proper comparison between England and the other Powers, the year 1900 is selected, when the French and Russian programmes will be carried out, as well as the new additions voted in other States this year. Only battle-ships and large cruisers of over 6000 tons which were not launched prior to 1882 and 1884 respectively are taken into consideration. According to this reckoning, in 1900 England will have 57 battle-ships—32 of them over 10,000 tons—with an aggregate displacement of 766,650 tons, and 71 large cruisers—29 protected—with an aggregate displacement of 648,440 tons. France: 32 battle-ships—23 over 10,000 tons—totaling 349,720 tons, and 28 cruisers—23 protected—of 244,171 tons, Russia: 25 battle-ships—19 over 10,000 tons—of 247,241 tons, and 18 cruisers—five protected—of 200,960 tons. The United States: 20 battle-ships—19 over 10,000 tons—of 248,294 tons, and 16 cruisers—13 protected—of 176,155 tons. Germany: 19 battle-ships—18 over 10,000 tons—of 212,475 tons, and 11 cruisers—five protected—of 81,750 tons. Italy: 15 battle-ships—13 over 10,000 tons—of 189,247 tons, and six cruisers, all protected, of 39,813 tons. Japan: Seven battle-ships—six of over 10,000 tons—of 93,501 tons, and six cruisers, all protected, of 53,776 tons. It is evident that England alone is, as far as battle-ships are concerned, still far superior to the combined Franco-Russian forces. France shows considerable progress in a strong fleet of protected cruisers, being only a little behind that of England, while Russia and Germany lay principal stress on battle-ships. The United States are quickly preceding in both directions, but will hardly be able to man their ships as rapidly as they build them.

FOR SPRAINS, SWELLINGS AND LAMENESS.
THERE is no better liniment than Chamberlain's Pain Balm. Thousands can testify to the merit of this remedy. One application gives relief. Try it. For sale by All Dealers; WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Drought.
Drought prevails at Saigon, Bangkok and Singapore. The intense heat which accompanies the dry weather has caused much sickness, and a largely increasing number of deaths at Saigon.

Aquatic Sports.
Entries for the Aquatic Sports close on Thursday, the 4th inst. There are three events open to all-comers, as per advertisement on front page. A large number of very handsome prizes have been presented, and there should be a heavy entry.

Band Performance.
The following is the Programme of Music to be played by the Band of the Hongkong Regiment, on the New Parade Ground, on Wednesday next, the 3rd inst., between 5 p.m. and 6.30 p.m.:—
March..... 'The Gladiator'..... Sousa
Overture..... 'Mariana'..... Waller
Selection..... 'Madam Favar'..... Offenbach
Waltz..... 'Belie Amie'..... Meisler
March..... 'La Caprice'..... Ganne
Fantasia..... 'Souvenir de la Russie'..... Liszt
Polka..... 'Whistling Polka'..... Waldteufel
GOD SAVE THE KING.

Murderous Assault.
On Sunday night, a serious assault was committed upon a coolie at Quarry Bay, and his condition was so critical last night that Mr. Kemp, Police Magistrate, was called in to take his depositions. It seems that there had been a dispute between two coolies employed on the sugar lights at Quarry Bay. One of the men, it is alleged, with the assistance of two friends, set upon the other on Sunday, the unfortunate man being badly mauled about the head and body with stones and staves, stabbed through the right lung, and eventually stunned by a blow on the head, and left on the road with one of his arms broken. Three men have been arrested, and at least one of them recognised by the injured man, who now lies in the Government Civil Hospital.

Fires.
On Sunday, a match on the extension works at Messrs Butterfield and Swire's Dock at Quarry Bay was destroyed by fire, the damage being estimated at about \$500. Yesterday, a match belonging to an Indian at Mongkok, Yumut, was destroyed about seven o'clock, the loss being set down at \$250. Yesterday, a match belonging to Aberdeen caught fire, but the police, assisted by some boatmen and coolies, succeeded in holding the fire in check till all the valuable property was rescued. The match itself was burned down. No lives were lost and no one was injured. It is supposed that the theatre was set on fire by some crackers left off in the vicinity.

Early this morning, fire broke out in a small dwelling at Kennedy-town belonging to Messrs McLehens and Co. The Fire Brigade turned out, but found that the fire had been smothered, and that the damage done was comparatively trifling. The origin of the fire is unknown.

THE ABOLITION OF LEKIN.
(From Our Own Correspondent.)
PEKING, September 2.
The following Imperial Edict is dated 29th August:—

It was with reluctance that the lekin system was arranged, but in recent years, though the amount of lekin taxes collected comes to a large sum, yet the officials in charge do not carry on the scheme in a satisfactory manner, and as a consequence many malpractices are detected.

In order to remedy the difficulties of the merchants, we intend to repeal the scheme and to arrange a commercial treaty increasing the import and export duties to cover the loss; and we now order that henceforth all lekin stations of the different Provinces be dispensed with. The Board of Revenue should instruct the different Provinces as to the means and methods of covering the deficit by the increased duties.

WAR EXPENDITURE.

LONDON, August 31, 1902.
Mr. Chamberlain, speaking at Birmingham on the occasion of the presentation of war medals, said that the country would never submit to the expenditure necessary to be always prepared for war, and that appeal to voluntary patriotism, to which our success in the late war in South Africa was mainly due, would always be necessary.

THE ABOLITION OF LEKIN.

An Imperial Edict has been issued abolishing lekin stations in China. It declares that during the period of negotiation for new commercial treaties with Foreign States, an understanding has been arrived at for an increase in the import and export duties.

AMERICAN AND CHINA.

LATER.
Mr. Conger, United States Minister at Peking, has been instructed to conclude a treaty with China similar to the Anglo-Chinese Commercial Treaty.

THE ANGLO-CHINESE COMMERCIAL TREATY.

A Hitch.
Contrary to expectation, the Anglo-Chinese Commercial Treaty was not signed on Saturday. Sir James Mackay, Great Britain's representative, refused to sign owing to the indefinite wording of the article. He has compelled his passage to England, which he had already booked by the next Express steamer.

It is understood that the terms of the Treaty are not questioned, the matter being simply one of interpretation of the Imperial decree.

PROMPT ACTION.

In dealing with what may be only a slight cold, what will often avert some more serious illness.

STEARNS' COUGH CURE.

It is just the thing for this, as it is always speedy and effective. Wholesale from A. S. Watson & Co., Ltd., Hongkong.

TELEGRAMS.

[CHINA MAIL SPECIAL SERVICE.]

THE TREATY DEADLOCK.

BRITISH TREATY UNSIGNED.

The Peking Authorities and the Surtax.

(From Our Own Correspondent.)

SHANGHAI, September 2, 10.35 a.m.

The new British treaty still remains unsigned, and Sir James Mackay expects that it may be altered by Edict at any moment.

Private telegrams from Peking state that it is improbable that any alterations will be made, as the Court disagrees with the proposal that the surtax should be paid directly to the Provincial authorities, and insists that payment shall be made to the Imperial Treasury at Peking, whence the money will be distributed to the Provincial authorities in return for the abolition of lekin.

The *N.C. Daily News* expresses the hope that the other Powers will follow the example of Great Britain, and states that they may do so safely. The other Shanghai journals, however, hope that the other Powers will refuse to sign a similar treaty.

[CHINESE MAIL SPECIAL SERVICE.]

THE IMPERIAL EDICT.

THE ABOLITION OF LEKIN.

(From Our Own Correspondent.)

PEKING, September 2.

The following Imperial Edict is dated 29th August:—

It was with reluctance that the lekin system was arranged, but in recent years, though the amount of lekin taxes collected comes to a large sum, yet the officials in charge do not carry on the scheme in a satisfactory manner, and as a consequence many malpractices are detected.

In order to remedy the difficulties of the merchants, we intend to repeal the scheme and to arrange a commercial treaty increasing the import and export duties to cover the loss; and we now order that henceforth all lekin stations of the different Provinces be dispensed with. The Board of Revenue should instruct the different Provinces as to the means and methods of covering the deficit by the increased duties.

WAR EXPENDITURE.

LONDON, August 31, 1902.

Mr. Chamberlain, speaking at Birmingham on the occasion of the presentation of war medals, said that the country would never submit to the expenditure necessary to be always prepared for war, and that appeal to voluntary patriotism, to which our success in the late war in South Africa was mainly due, would always be necessary.

THE ABOLITION OF LEKIN.

An Imperial Edict has been issued abolishing lekin stations in China. It declares that during the period of negotiation for new commercial treaties with Foreign States, an understanding has been arrived at for an increase in the import and export duties.

AMERICAN AND CHINA.

LATER.
Mr. Conger, United States Minister at Peking, has been instructed to conclude a treaty with China similar to the Anglo-Chinese Commercial Treaty.

THE ANGLO-CHINESE COMMERCIAL TREATY.

A Hitch.
Contrary to expectation, the Anglo-Chinese Commercial Treaty was not signed on Saturday. Sir James Mackay, Great Britain's representative, refused to sign owing to the indefinite wording of the article. He has compelled his passage to England, which he had already booked by the next Express steamer.

It is understood that the terms of the Treaty are not questioned, the matter being simply one of interpretation of the Imperial decree.

PROMPT ACTION.

In dealing with what may be only a slight cold, what will often avert some more serious illness.

STEARNS' COUGH CURE.

It is just the thing for this, as it is always speedy and effective. Wholesale from A. S. Watson & Co., Ltd., Hongkong.

THE DROUGHT AT SINGAPORE.

Precautions for Shipping from Hongkong.

The Secretary of the Hongkong General Chamber of Commerce, advises receipt of the following telegram yesterday from the Singapore Chamber:—

SINGAPORE, 1st Sept., 3.20 p.m.
The drought here is severe, and fresh water very scarce. It is recommended that shipping take sufficient water to pass Singapore.

ANTI-FOREIGN PLACARDS AT CANTON.

The following additional information regarding the display of anti-foreign placards in Canton is sent to us by a correspondent:—

Anonymous placards of a very scurrilous nature have, within the last few days, been found in various parts of this city. They are decidedly anti-Christian and anti-foreign in their language. Foreigners, and in this instance it must mean missionaries, are accused of putting possession of little children whom they mutilate for the purposes of the propaganda. From the eyes of the children and the kidneys, these foreigners are said to make a medicine which they administer to men and women whom they wish to convert. As soon as the men take the medicine they become tools in the hands of the foreigners, and the women, under the influence of this wonderful preparation, are completely subservient to all the vile purposes of their deceivers. The people are, therefore, called upon to slay these wicked foreigners.

The American Consul has received a copy of these placards, and it may be taken as certain that from the Viceroy downwards every official will be moved to do his utmost to discover and punish the guilty persons.

TYPHOON WARNING.

The following notice is issued by the Hongkong Observatory:—

On the 2nd at 11.20 p.m. The typhoon moving Northwards, probably passed East of Guam light-house during the night. But weather between the E. coast of China and W. Japan.

The barometer has fallen in W. Japan, risen over E. Japan and S. China.

Light variable winds in S. China, moderate N.E. winds in the N. part of the China sea.

Forecast:—moderate N. winds; fine.

The American Officer.

An American farmer was questioned about four of his labourers, old soldiers of the American Army, one a private, one a corporal, one a major, and one a colonel. 'The private,' said the farmer, 'is a first-class man; the corporal's pretty good, and the major's worse.' 'And the colonel?' asked the inquirer. 'Well, sir,' answered the farmer, 'I ain't goin' to say a word against no man who has been a colonel in the American Army, but I've made up my mind to one thing. I ain't goin' to hire any brigadier-generals.'

Arms in Siam.

Quite a number of the most modern 1900 and 1901 Winchester rifles are to be found in Bangkok, and it is quite certain (says the *Bangkok Times*) that the greater part of them were imported without passing through the Customs. We have it on good authority that within the last three months there has been a heavy illegal import of arms into Siam. It is believed they were landed first at Kohsiang.

Under present circumstances the difficulties of enforcing the law are enormous, and surely it is time that Siam changed the law. Under an ordinary Arms Act it would be possible to control the import with some degree of success, apart from the fact that such an Act would be of the greatest assistance to the Police in repressing violent crime. But Siam does not seem to see it.

An Insurance of Whisky.

Mr Justice Bigham recently heard a suit in which Brown Brothers, whisky merchants, Lombard Street, sued Messrs. R. T. Fleming, William Scott, Edmund Vallance, and Sidney G. Hall, of the Royal Exchange.

HONGKONG OBSERVATORY.

The Storm Warning Question.

We have received about ten columns of "copy" (more or less) dealing with complaints made in one of our contemporaries respecting the issue of storm warnings by the Hongkong Observatory, and we have been requested to publish the whole of it as it is of interest to the seafaring community. We regret that we cannot accede to this request, but give as full a summary as we can. The following letter was addressed to the Colonial Secretary by the Secretary of the Chamber of Commerce—

Hongkong General Chamber of Commerce,
17th May, 1902.

Sir,—The attention of the Committee has been drawn to a statement in the Daily Press to the effect that the storm-warnings issued by the Siewwei Observatory, Shanghai, were not received by the Kowloon Observatory for reasons known best to the Director, and that in the absence of such notices vessels leaving for Japan last summer had been caught in the typhoon of August in which one had been lost, and another, the Indo-China steamer *Laiyang*, placed in great jeopardy.

In reply to an enquiry from this Chamber as to the correctness of the statement that the Kowloon Observatory had refused to receive the Shanghai storm-warnings, the Director of the Siewwei Observatory says it is true that the Government Astronomer at Hongkong has objected to receive them, and they have unfortunately been lacking in intercourse with the Hongkong Observatory.

This is not, the Committee regret to notice, the first time the Chamber has had to call attention to a want of co-operation shown by the Director of the Kowloon Observatory with other similar establishments, and of apparently careless feeling against them. They are strongly of opinion that neither professional jealousy nor disapproval of the methods of other meteorological establishments should be allowed to influence Dr. Dobereck, but that he should be only too glad to avail himself of all information obtainable in order to enable him to issue timely warnings of impending bad weather. It appears that on the occasion in question the necessary warnings were given by Siewwei Observatory to south-bound vessels much earlier than the Hongkong Observatory issued them to vessels bound north, and had the two Observatories been in close touch, the vessels leaving Hongkong for the north at the time would have had the benefit before their departure of the earlier warnings from Shanghai.

My Committee trust that the Government will take steps to secure reciprocal exchange of storm warnings at the Kowloon Observatory not only with Siewwei Observatory but also endeavour to bring about friendly co-operation with all meteorological establishments throughout the Far East. They would also like to point out the great importance of the earliest possible issue of storm-warnings, whenever received, no matter if it be on Sundays or holidays.

The Committee would also point out the pressing necessity that exists, in view of the enormous value of the shipping passing through the port, for the establishment of a complete code of flag signals by day and lantern signals by night, to avoid every variety of vessel information to the masters of vessels. Without in any way wishing to institute comparisons, it may be useful, as some of our contemporaries have done, to mention that Shanghai possesses a code of signals worked on information supplied by the Siewwei Observatory at various hours during the day, which undoubtedly is the best in the East. In a matter affecting the safety of vessels and the lives of those on board there should be no delay whatever, and certainly no room for the indulgence of private feeling or petty jealousy.—I have, &c.,

A. R. Low, Secretary.

Mr. May replied on the 31st July enclosing the following memorandum from the Acting Director of the Observatory:—

With regard to paragraph 1, I wish to point out that the first warning of the typhoon in question was issued from the Observatory on August 1st, 11.30 a.m. A warning from Mani dated August 1st, 10 a.m., was received here the same day. In the Foochow monthly weather reports under date August 1st, I find the following warning, received from Siewwei, entered:—

"Typhoon 8.5, of Loohoo going N.W." It is thus seen that warning was received at that port from Siewwei also on the 1st.

As a matter of fact two warnings with reference to this typhoon were received at Hongkong Observatory from Siewwei at 8.10 a.m. on the 4th. They were as follows:—3rd, 12 a.m., typhoon N. of the Formosa Channel going N.W.; and, 2nd, 4 p.m., typhoon on land near Foochow going N.W.

On referring to the monthly weather report of the Hongkong Observatory herewith enclosed, it will be noticed that similar information was issued here 24 hours earlier and 6 hours earlier respectively.

It would appear that the Chamber of Commerce has been misled by the statements of an anonymous writer in the Daily Press, and it is to be regretted that they did not endeavour to verify the said statements. On the contrary, I find that the *s.s. Laiyang* left Hongkong on July 30th about 6 p.m., two days before the first warning was issued from Hongkong Observatory, and two days before a similar warning was received from Siewwei at Foochow. Such a ship could not possibly be benefited by the information possessed at time of her departure, by either of the Observatories.

The *s.s. De Witte*, which is double the vessel referred to in paragraph 1 as having foundered in consequence of insufficient warning from this Observatory, was really on a voyage from Miji, Japan, to Singapore, and met the typhoon on her southward voyage.

Siewwei obtains its typhoon warnings from information furnished by a chain of stations stretching from Japan through the Loohoo Islands to Formosa, as shown in the accompanying map, and the whole of the information from every one of these stations is also received telegraphically by the Hongkong Observatory daily. It is the actual observations that are required by the forecasters, not expressions of opinion by others of the weather conditions likely to prevail.

This Observatory cannot be made responsible for the issue of storm warnings received in the Colony from institutions elsewhere. Such publication on our part would naturally imply agreement therewith, and frequently this does not exist, and this Observatory should not be placed in the false position of being obliged to publish the warnings of others, without comment, and which it might fully believe to be erroneous. I have little hesitation in saying that great confusion would result at all times, and this might on occasion lead to disaster.

The important station in the Shanghai district is Gutzliff light-house, from which we receive observations. Shanghai could be dispensed with altogether, but the Imperial Maritime Customs there forward observations to Hongkong, I believe, before this Observatory started work in 1884, and they have continued to do so ever since. The more observing stations the better as long as they are judiciously distributed, but three observing stations in the immediate neighbourhood of each other are quite unnecessary, and it is far more important that the Cable Companies, on whom we are absolutely dependent, and who are desirous of limiting rather than extending this service, should be asked to send us observations from districts at present unrepresented, such as Weihaiwei, than that they should be asked to do so from one already sufficiently served.

The Observatory is only too glad to avail itself of all the information obtainable for the purpose of its weather service, and has continuously sought to obtain and has in fact been largely instrumental in obtaining observations from various sources in order to improve the forecasts. The desirability of institutions in Siewwei and Mani have ultimately benefited by these extensions.

Storm-warnings are always issued at the earliest possible moment consistently with the forecasts being received, and the forecasts being posted, as usual, on the notice boards.

Weather information is published daily in the China Coast Meteorological Register. The information that a typhoon exists in the vicinity of any station is not telegraphed to us, but is shown by the observations made at such station, and is thus at the disposal of anybody who chooses to look at the Register. I suggest that more copies of the Register be printed, and that it be more widely distributed, say to all shipping firms and others to whom it is thought it may be useful.

Information issued at other hours and now posted on the notice boards can be printed and circulated in the form of expressions.

But it is here necessary to point out that the time of issue of the C. C. M. R. and storm-warnings depends on the early or late arrival of the observations telegraphed to us by the Cable Companies, and the causes absolutely beyond the control of the Observatory.

The last paragraph of the letter points out the pressing necessity for a change in the system of circulating storms in Hongkong. I have to call your attention to a letter from the Chamber of Commerce dated 23rd December, 1897 (in C.S.O. No. 3,073 of 1897), in which the following remarks occur:—"In the interests of the shipping community my Committee would respectfully suggest an early return to the system of meteorological signals in use from January 1884 to December 1896. Those signals, having been in use for 13 years, were becoming more and more understood and rightly interpreted by the boat and sailing community, as is always the case the Committee believe when a system of signalling is introduced. They likewise convey to the interests of ships information of the state of the weather at a distance on the voyages on which they were about to sail."

With the above expression of opinion, I must emphatically agree. The introduction of the new system must be considered as well as that of others. The simplest system in that case is certainly the best, and the adoption of any complicated or extensive system of flag signals, often visible in the sky, would be a step in the wrong direction. It seems strange that the Chamber should adopt its present attitude and seek to alter a system of signalling which has been in use for 13 years—a system which, in 1898, they admitted had worked successfully in the past.

A flag signal code to be useful must, in my opinion, be short and give definite information. The indication of the existence of a depression are often of such a character as to make the hoisting of a signal conveying definite information quite unjustifiable. Such information indicating the hoisting and movements of typhoons far out at sea, or far away from any observing station must necessarily be vague, and may be misleading because the data available for forecasting purposes is quite insufficient. But a flag signal would give the information in a definite form, and the very extensive and therefore impracticable code was adopted.

Again, flag signals would frequently have to be hoisted in calm weather, in which case they would often be unheeded by masters of vessels.

For these reasons I am of opinion that flag signals are not suited to local requirements, and further, a satisfactory code for conveying meteorological information in the form necessary, does not exist. While desirous of meeting, as far as possible, the wishes of the Committee of the Chamber of Commerce, I respectfully submit that in a matter of this kind, involving as it does responsibility, something must be left to the discretion of the forecasters.

24th July, 1902.
In his covering letter, Mr. May wrote:—After careful consideration His Excellency is of opinion that the Hongkong Observatory cannot be made responsible for the storm-warnings of other institutions, and that having regard to Siewwei's position within a chain of stations from which the Hongkong Observatory receives observations it would serve no useful purpose for observations to be also received from the Siewwei Observatory.

The Secretary of the Chamber replied, and still urged the adoption of flag signals for the benefit of foreign shipping, while the old drum and cone signals could be made from the *Tamar* for the native boats. On the 16th August, the Secretary forwarded the following letter to the Colonial Secretary:—

Sir,—We, the undersigned, who have passed through the recent typhoon between Hongkong and Swatow, wish to bring to your notice in the strongest possible manner the inadequate and misleading system of storm warnings in the Port of Hongkong.

Relying on the weather forecast, and the absence of storm warnings, we left Hongkong for Swatow at 7 p.m. on Friday, 1st August, and met the typhoon soon after midnight.

We, and I believe the great majority of shipmasters, think the shipping should have adequate notice of weather changes. The present system of forecasts is little better than a mere and a delusion.—We are, Sir, yours faithfully,

(Sd.) HANS SCHLAKIER, Master Ger. s.s. *Decima* (German).

(Sd.) A. E. HOPKINS, Master s.s. *Hutchings* (British).

(Sd.) G. PARKINSON, Master s.s. *Ladite* (British).

(Sd.) S. C. WILKES, Master s.s. *Hong Kong* (British).

(Sd.) W. P. BAKER, Master s.s. *Tubang* (British).

(Sd.) J. DEWIS, Master s.s. *Tyngho* (British).

(Sd.) G. HOPKINS, Master s.s. *Chamking* (British).

(Sd.) G. GOSWORTHY, Master s.s. *Dagmar* (German).

The Colonial Secretary's reply may be very interesting, but as it reaches us as a shadowy outline on a sheet of flickering flame—our readers must be denied the pleasure of reading it. Attached to it, however, is the following report by Mr. Figg:—

Hon. Colonial Secretary.—With reference to the letter of the Chamber of Commerce dated the 16th instant and its enclosure, I attach the storm warnings issued prior to the departure of the *S. s. Laiyang* for Hongkong.

As the Masters of these vessels admit receiving this information, it is incorporated as usual in the Weather forecasts of July 31st and August 1st (See C.C.M.R. attached)—it would appear that they left this port on 1st August for Swatow with full knowledge that a typhoon existed to the southward and that it was likely to approach the Southern entrance of the Formosa Channel about 18 hours after their departure.

The accompanying letter from the Captain of the *Hutchings* throws some light on his own action and on that of the captain of the *Decima*. It would appear that the latter vessel was held off Ching Point about midnight of the 1st and there quietly awaited the arrival of the centre of the typhoon, which must have passed over her about 15 hours later, say at 3.0 p.m. on the 2nd.

The log of the *Hutchings*, where Captain appears to have acted in a more sensible manner, shows that he put back to Bias Bay for shelter that he experienced no more than a fresh breeze until 11 a.m. on the 2nd and that the centre did not reach the neighbourhood of his ship until 7.20 p.m. the same evening.

I give these facts in confirmation of the statement in the letter that the typhoon was met by them at midnight on August 1st. The fact is simply that the ship left this port in spite of the forecasts issued and in the face of typhoon warnings separately published and widely distributed hours before their departure, and the risk they ran must have been well known to their respective captains.

(Sd.) F. G. Figg.

22/8/02.
Mr. Figg appends the various warnings sent out and the following letter:—

FROM CAPTAIN A. C. HOPKINS, S.S. "HUTCHINGS" TO THE DIRECTOR, HONGKONG METEOROLOGICAL STATION.

Swatow, 5th August, 1902.
Dear Sir,—In sending my log of the recent typhoon, I would feel obliged if you would let me know if the conditions were not abnormal. The extraordinary display of lightning lighting over a bank of heavy clouds to the E. S. E. all night. The absence of swell from the centre. The N.W. wind in the advancing semicircle.

Was the Captain of the *Decima* wrong in having ten off Ching Point? How could he get the centre over him? Did this typhoon recur to the W. S. W?

I must own I would think myself safe with the wind from N.W. and that to have been run back was the proper thing to do, but although I ran to the W.N.W. 50M. and then anchored in Fun-to-Kong, I would feel very much obliged if you would enlighten me and a number of my conferees. Thanking you in anticipation, Yours, &c.,

(Sd.) A. C. HOPKINS.

The Standard Life.
The Standard Life Assurance Co., for which Messrs. Dodwell and Co. are the local representatives, shows steady progress.

In 1901, the Company issued 4,446 policies representing new assurances to the amount of £2,028,300, so that while the directors of half a century back were content to deal with less than a score of policies weekly, the present directors have to pass between 80 and 90 each weekly meeting. For the fourth year in succession the Standard has exceeded two millions sterling in the way of new business returns, and the directors seem confident that this annual total will be maintained in future years. Whether this will be the case or not remains to be seen, but the very fact that though the South African business must have been practically at last year, the two million mark was attained, goes a long way to justify the directors' confidence in future developments. With accumulated funds exceeding ten millions sterling, an annual revenue of more than £1,300, 600, and a table of insurance which are calculated to supply any and every want in that direction, it is indeed difficult to place any limit to the progress of such an office.

THE FINANCES OF SIAM.

A Favourable Report.

In the multitude of counsellors there is wisdom, but it is often somewhat difficult to find in the case of the large number of very candid counsellors of Siam. There is no end to their criticism, but it is not by any means always well informed. Plain facts are not too easily come by in Siam; one cannot by one's head at a moment's notice on the definite results of the nation's activity that can be tabulated year by year, and that after all keep criticism of the country's progress or decadence within sane bounds. Still, something is now being done, says the *Bangkok Times*. More of the Government Departments are publishing annual reports that show what is really being accomplished in their respective provinces. The first official report on the finances of the country was issued a year ago, an event that was noted with interest all over the world. That report showed both that Siam had already gone a long way towards establishing the management of its finances on a satisfactory basis, and that the revenues were advancing each year by large amounts. A second of these publications has now been issued, and at the present moment when Siam is being kept so much in evidence the Financial Adviser's report on the Budget of the current year will be studied with some care.

It is not merely the fact that sound finance is the basis of successful government, which makes the Budget important; but a sufficiently lengthy financial record of any nation provides a fairly accurate test of the health of the body politic. In his new report, Mr. Rivet-Carnie gives a statement showing the revenue and expenditure of Siam for the past ten years. In that time, with a decrease rather than an increase in taxation, the revenue has increased marvelously—from 15 to 30 million taels, odd. We think, therefore, that there will be general agreement with the Financial Adviser when he writes, "In my view the satisfactory condition of the finances is one of the chief evidences of the reality of the administrative and other reforms that have been introduced by the Government during the last decade."

Some people seem to be anxious to deny the reality of these reforms, but pre-conceived theories must give way to facts, and there is no questioning the increased prosperity and security of the people. The revenue is divided into twenty-five heads, of which nine are farms, yielding over 18 millions out of the 30. Some of these farms are being done away with, but others will always remain an important source of revenue. The most important now is the opium farm. The revenue from the land is increasing, and is now just under four millions, but that is of course far from making it one of the great mainstays of the revenue. The taxation tax has been a good deal talked about lately, but it also is estimated to yield under four millions, though the population must be about double that figure.

The part of the report dealing with the expenditure of the Kingdom we have not been able to go to-day, but it contains some interesting figures. Ten years ago the Ministry of the Interior expended a sum of Taels 197, 631; this year it is expending close on ten millions and a half, half of which goes in provincial administration. Perhaps the most significant statement in the Budget is the announcement that a system has been introduced, under which the whole of the revenue derived from the Siamese Malay provinces is in future to be expended solely within the provinces in which it has been collected. Siam is waking up to the needs of the interior, and the backward Malay States are to have the special attention they require. Public works in the interior generally figure for a very large amount. A new scheme has been sanctioned under which engineers are appointed to the Survey Department in order that they may act as provincial engineers for the execution of public works in the provinces in which they are surveying. Special attention will be devoted to roads and canals. The railway construction programme has been framed for three years, 33 millions being provided for the current year, 3 for 1922 and 2 for 1923. Altogether the report is one of great interest and value, and the Financial Adviser is to be congratulated on his work in Siam.

No Money No Tamil.
The Government of India has refused to allow coolie recruitment for Straits Settlements and the F.M.S. from the Bombay Presidency. It tells planters that Madras can supply them with all the labour they want, if they will only pay the labourers fair wages. In short, with the planters it is now a case of no money no Tamil.

You can't eat your cake and have it, but you can eat your own cake and swipe the other fellow's.

Temperature.
HONGKONG, September 2, 1902.

BAROMETER—9 A.M. ... 29.75
Do. 1 P.M. ... 29.74
Do. 4 P.M. ... 29.73

TEMPERATURE—9 A.M. ... 84
Do. 1 P.M. ... 86
Do. 4 P.M. ... 88
Do. (Wet bulb) 9 A.M. ... 75
Do. Do. 1 P.M. ... 76
Do. Do. 4 P.M. ... 76
Do. Maximum ... 86
Do. Minimum ... 82

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned has received instructions to S.H. by Public Auction, on

SATURDAY,
the 6th September, 1902, at Noon,
at No. 15 D'Almeida Street,
FOR ACCOUNT OF THE CONCERNED,
A QUANTITY OF PROVISIONS
In assorted lots.

On view from Saturday, the 4th September.
Terms:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, September 2, 1902. 1874

BROWN, JONES & CO.,
UNDERTAKERS AND MONUMENTAL MASONS,
DURING my absence from the Colony and until further notice, Mr. H. W. S. EDMUNDS will manage the Business of BROWN, JONES & CO. and Sixty the Firm name.
WM. E. VAN EPS,
Solicitor.
Hongkong, September 2, 1902. 1798

NOTICE.
HONGKONG PLANTATION COMPANY
AND
BROWN JONES & CO.

WHILE Managing the BUSINESS of BROWN, JONES & CO., as above, I am, I submit, continuing to act as GENERAL MANAGER of the HONGKONG PLANTATION COMPANY.
H. W. S. EDMUNDS.
Hongkong, September 2, 1902. 1801

A SPECIAL BAND PERFORMANCE
AND A
SPECIAL DINNER at the QUEEN'S HOTEL, Kowloon,
TO-MORROW (WEDNESDAY),
at 7.30 p.m.

THE Band of the 23rd Burma Infantry will play a selection of music during dinner on the 3rd inst., at the above Hotel. Tables booked in advance.
H. RUTONJIRE,
Proprietor.
Hongkong, September 2, 1902. 1799

WANTED.
A First-Class PRESSMAN and OVERSEER (EUROPEAN), capable of managing the Printing Rooms of a daily paper.
Apply by letter, stating experience and salary required, to
Care of "CHINA MAIL" Office.
Hongkong, September 2, 1902. 1802

WANTED.
ONE or TWO GENTLEMEN as RESIDENT BOARDERS, CARE ROAD, BOARD and RESIDENCE. Terms moderate.
Apply "A. F."
Care of "CHINA MAIL" Office.
Hongkong, September 2, 1902. 1803

TO LET.
NO. 8, BELLIOS TERRACE, END HOUSE in FRONT TERRACE, Unfurnished, with Immediate Possession.
Apply by letter to
W. J. TUTCHER,
Botanical and Afforestation Department.
Hongkong, September 2, 1902. 1800

"BEN" LINE OF STEAMSHIPS.
FOR GENOA, LONDON AND ANTWERP.
THE Steamship
CAPT. McLEOD will be despatched as above on about FRIDAY, the 12th inst.
For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, September 2, 1902. 1797

THE
Bangkok Times.
THE LEADING NEWSPAPER IN SIAM
And widely circulated in Malaya, Cochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.)
Subscription, Daily (postage extra), delivered free locally, \$30 a year.
Weekly, Post Free, \$20 a year.
Advertising Rates: Per inch (3 lines) \$1.20, one insertion; \$2.50, three times; \$4, a week; \$8, a first month; subsequent months, \$4.

A UNIQUE FEATURE of the "Bangkok Times" is its Siamese version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required. Literary communications should be addressed to the EDITOR. Business communications to the MANAGER. Cheques and Post Office Orders in favour of MANAGER, "Bangkok Times."
Orders, booked by MANAGER, China Mail.

SECOND EDITION.
HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COCHINA AND JAPAN.
Entrusted to the Society of the "MISSION STRANGERS."
(Translated by EDWARD HARPER PARKER and Reprinted from "THE CHINA REVIEW.")
PRICE ONE DOLLAR.
ON SALE AT KELLY & WALSH, LTD.

Intimations.
A. G. GORDON,
M.E.N.A., M.I. MECH. E.,
MEMBER INSTITUTION OF ENGINEERS AND SHIPBUILDERS IN SCOTLAND,
CONSULTING MARINE ENGINEER,
AND
NAVAL ARCHITECT.
Damage, Collision and Wreck Surveyor.
14 Des Voeux Road, Central.
Telegrams: "PENDIDO." 2244

C. E. WARREN & CO.,
BUILDING CONTRACTORS,
No. 39, DES VOEUX ROAD CENTRAL.
ALL KINDS OF
SANITARY APPLIANCES
AND DRAINAGE ACCESSORIES
supplied and fixed.
AGENTS FOR MASON TILES.
Hongkong, June 1, 1902. 1748

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.
TELEGRAMS: "CARMICHAEL" HONGKONG.
A.B.C. Code, 4th Edition.
A.I. Code.
Lieber's Standard Code.
TELEPHONE 232.
Hongkong, July 3, 1901. 1579

YUEN KEE CO.
COAL MERCHANTS,
No. 17, CHU LUNG STREET,
(NEAR MESSRS. LANE, CRANFORD & CO.)
HONGKONG.
CHINA.
Hongkong, June 13, 1902. 1954

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL & SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLENDER'S GALVANIZED BINOCULARS and TELESCOPE.
RICHIE'S LIQUID and OTHER COMPASS, ADMIRALTY & IMRAY CHARTS.
English Silver & Electro-Plated Ware, Crystal & Co.'s Electro-Plated Ware, GOLD & SILVER JEWELLERY in great variety.
DIAMOND JEWELLERY.
Splendid Collection of the Latest LONDON PATTERNS, very moderate prices. 473

TELEPHONE No. 329.
TSANG FOO & CO.
興榮三
SAM WING HING,
COAL MERCHANTS,
No. 48, DES VOEUX ROAD, CENTRAL.
Hongkong, September 21, 1901. 1958

PRINTING...
PRINTING...
PRINTING...
Published to suit the Departure of such English and French Mail Steamers to Europe.

FULL REPORTS
AND THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
\$14 per Annum (including Postage).
"CHINA MAIL" Office,
5, WYNDHAM STREET, HONGKONG.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.
The Chinese Mail
報日字華

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.
PUBLISHED EVERY MORNING.
CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.
ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$4 per Annum delivered in Hongkong.
\$12.50 to all other Ports.
5, WYNDHAM STREET, HONGKONG.
(Printed and Published by Manager, "CHINA MAIL.")

CHINESE SCHOOL BOOKS
I.—Sam Tsz King.
II.—Tsin Tsz Man.
Translated into English
by Dr. E. J. EITEL.
PRICE: 40 Cents the Set.
"CHINA MAIL" Office 5, Wyndham Street.

"THE BACK DOOR."
THE Series of Articles entitled "THE BACK DOOR," which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form.
Price — — — — — \$1.

Under European Supervision
China Mail Office
5 WYNDHAM STREET
HONGKONG.

ROBINSON PIANO CO., LTD.

Piano Manufacturers

and the only legitimate
IMPORTERS DEVOTED
EXCLUSIVELY to the
PIANO and MUSICAL INSTRUMENT TRADE.

The "Apollo"
PIANIST,
The Master Piano Player
Is the really perfect
PIANO PLAYER,
and has now been
TESTED 3 YEARS WITHOUT A
FAILURE, at the Peak, in Singapore, London, &c., &c., the worst climates in the world for such instruments. It transpires in any key, plays any Music, but leaves the whole expression under the easier control of the player.

Price, \$500.
CASH OR MONTHLY PAYMENTS.
BECHSTEIN
ROYAL PIANOS
OF world wide reputation,
As the FINEST PIANOS MADE.

Our Own Make
OF
Pianos
are better liked and more popular than ever. They are in use on the American and Manila lines, and in some hundreds of houses all over the Far East from Peking to Peking.

Prices.
\$280, \$350, \$430,
\$475 and \$500.

PRINTING...
PRINTING...
PRINTING...
Artistic Printing
Done with Neatness and Despatch
At Moderate Prices.

Programmes.
Company Reports.
Business Circulars.
Bills of Lading, etc.

Under European Supervision
China Mail Office
5 WYNDHAM STREET
HONGKONG.

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON, Oporto, LIVERPOOL, GLASGOW, Tientsin, Genoa, Ports in the Levant, Black Sea and Baltic Ports; North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.
S.S. *Königsberg*, Capt. MAYER, 12th September, 1902 Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.
S.S. *Barnaby*, Capt. KIRCHNER, 24th September, 1902 Freight.

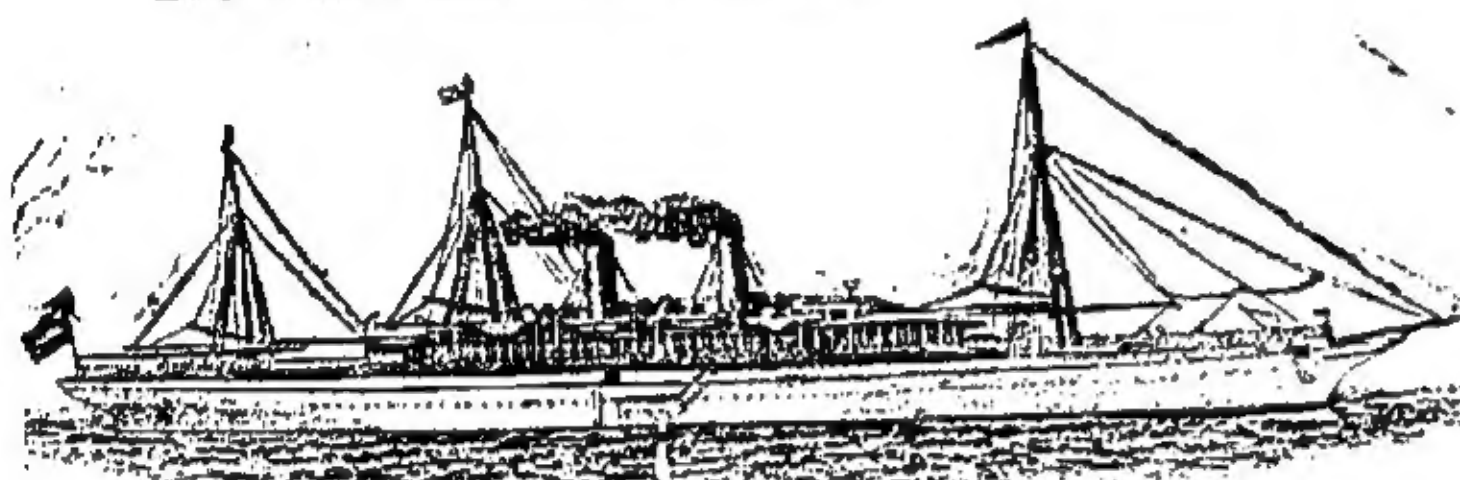
FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.
S.S. *Freiburg*, Capt. FROSCHE, 8th October, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.
S.S. *Sibir*, Capt. BEHRENS, 22nd October, 1902 Freight.HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Building, No. 1.

1569

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.Twin Screw steamships—6,000 Tons—10,000 Horse power—Speed 19 knots,
sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. *TARTAR*, Comdr. E. DUNHAM, R.N.R., WEDNESDAY, Sept. 10.
R.M.S. *EMPEROR OF JAPAN*, Comdr. H. PETER, R.N.R., WEDNESDAY, Sept. 24.
R.M.S. *ATHENIAN*, Comdr. H. MOWAT, R.N.R., WEDNESDAY, Oct. 2.
R.M.S. *EMPEROR OF CHINA*, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, Oct. 22.
R.M.S. *EMPEROR OF INDIA*, Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, Nov. 19.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PEDDER STREET, 1112PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOBI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.STEAMSHIP. Tons. Captain. Hongkong.
INDRASAMHA Alfred Horsfall September 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 18th August, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
<i>SANUKI MARU</i> , T. TOWSEND,	MARSHALLS, LONDON and ANTWERP, via SHANGHAI, PENANG, COLOMBO, SUEZ, and PORT SAID.	SAURDAY, 6th Sept., Daylight.
<i>IYO MARU</i> , S. J. G. PARSONS,	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOBI, KOBE and YOKOHAMA.	MONDAY, 8th Sept., at 4 p.m.
<i>HIROSHIMA MARU</i> , T. MURAI,	MOBI, KOBE & YOKOHAMA.	TUESDAY, 9th Sept., at Noon.
<i>INABA MARU</i> , J. CAMPBELL,	KOBE and YOKOHAMA.	FRIDAY, 12th Sept., Daylight.
<i>KAGOSHIMA MARU</i> , K. KORI,	SINGAPORE, COLOMBO and BOMBAY.	FRIDAY, 12th Sept., at Noon.
<i>HAKATA MARU</i> , F. L. SOMMER,	MARSHALLS, LONDON, and ANTWERP, via SHANGHAI, PENANG, COLOMBO and PORT SAID.	SAURDAY, 20th Sept., at Daylight.
<i>KINSHU MARU</i> , F. L. PYLE,	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOBI, KOBE and YOKOHAMA.	MONDAY, 22nd Sept., at 4 p.m.
<i>IDZUMI MARU</i> , F. W. HOBSON,	KOBE.	THURSDAY, 25th Sept., at Noon.
<i>TAWATA MARU</i> , A. E. MOSE,	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 26th Sept., at Noon.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chester Road.

A. S. Mihara, Manager.

Hongkong, August 30, 1902.

779

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED.
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	<i>Nestor</i>	13th September.
GLASGOW AND LIVERPOOL	<i>Macgregor</i>	18th September.
GLASGOW AND LIVERPOOL	<i>Kabow</i>	18th September.
GLASGOW AND LIVERPOOL	<i>Achilles</i>	25th September.
GLASGOW AND LIVERPOOL	<i>Menelaus</i>	1st October.
GLASGOW AND LIVERPOOL	<i>Hyron</i>	2nd October.
GLASGOW AND LIVERPOOL	<i>Adams</i>	8th October.

FOR	STEAMERS	TO SAIL
LONDON	<i>Antenor</i>	3rd September.
LONDON	<i>Dardanus</i>	16th September.
LIVERPOOL DIRECT	<i>Pythius</i>	20th September.
(Taking Cargo at London Rates)	<i>Dionysus</i>	30th September.
LONDON	<i>Jabon</i>	14th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

2432

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI AND CHINKIANG	<i>Taiwan</i>	5th September.
KOBE AND YOKOHAMA	<i>Chinko</i>	6th September.
TIENTSIN	<i>Kweiyang</i>	8th September.

THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE. CHANGSHA * 13th Sept., at Noon.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
* Taking Cargo on this line of sailing to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 2, 1902.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
<i>König Albert</i>	THURSDAY, 4th September.
<i>Prinzess Irene</i>	THURSDAY, 18th September.
<i>Prinz Regent Luitpold</i>	WEDNESDAY, 1st October.
<i>Preussen</i>	WEDNESDAY, 15th October.
<i>Hamburg</i>	WEDNESDAY, 29th October.
<i>Sachsen</i>	WEDNESDAY, 12th November.
<i>Gera</i>	WEDNESDAY, 26th November.
<i>Reichshof</i>	WEDNESDAY, 10th December.
<i>Bayern</i>	WEDNESDAY, 24th December.

* Steamers of the Hamburg-Amerika Linie.
ON THURSDAY, the 4th of September, 1902, at Noon, the Steamship *König Albert*, of the Norddeutscher Lloyd, Captain C. POLACK, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Tuesday, the 2nd September, Cargo and Specie will be received on Board until 5 p.m. on Wednesday, the 3rd Sept., and parcels will be received at the Agency's Office until Noon on Wednesday, the 3rd Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.
For further Particulars, apply to Melchers & Co., Agents.

1347

NORTHERN PACIFIC S.S. CO.
BOSTON STEAMSHIP CO.
BOSTON TOW-BOAT CO.PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	1902.
<i>HYADES</i>	3753	G. Wright	Sept. 12.
<i>GLENOGLE</i>	3750	G. E. Warner	Sept. 20.
<i>PLEIADES</i>	3753	W. H. Smith	Oct. 4.
<i>VICTORIA</i>	3602	J. Pantou	Oct. 18.

Steamers marked (*) have no passenger accommodation.
THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.Special rates allowed to members of Government Services.
Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Canada.For further information as to Freight, or Passage, Apply to
Doddwell & Co., Limited, General Agents.

Hongkong, September 1, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMER	LEAVING
ANPING, Via SWATOW AND AMOY.	<i>MAIZU MARU</i> , T. SAITO,	WEDNESDAY, 3rd September.
TAMUI, Via SWATOW AND AMOY.	<i>DAIGI MARU</i> , T. KIRAO,	SUNDAY, 7th September.
FOOCHOW, Via SWATOW AND AMOY.	<i>ANPING MARU</i> , J. GORO,	WEDNESDAY, 10th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class in Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tientsin to land all passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, September 2, 1902.

2279

Shipping.

PENINSULAR AND ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMSHIP	CAPTAIN	DATE
SINGAPORE AND BOMBAY	<i>Macgregor</i>	G. PHILLIPS, R.N.R.	About 3rd Sept.
MARSEILLES AND LONDON	<i>Banca</i>	E. P. MARTIN, R.N.R.	Noon, 5th Sept.
YMA Via SHAI, MOBI AND KOBE	<i>Glenish</i>		About 6th Sept.
SHANGHAI	<i>Vatell</i>	A. G. CURRY, R.N.R.	About 13th Sept.
LONDON, &c.	<i>Paranella</i>	F. J. FOX	Noon, 13th Sept.

* See Special Advertisement.
† For Freight only.
‡ Calling at PENANG and COLOMBO if sufficient inducement offers.
For Freight or passage, and further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 30, 1902.

CHINA NAVIGATION CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.
Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undermentioned.

NEXT SAILINGS.
"CHANGSHA" leaves on 13th Sept.
"CHINGTU" " " 29th
"TAIYUAN" " " 24th Oct.
"TIANAN" " " 15th Nov.

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD., Hongkong, August 26, 1902. 1600

TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA.THE Company's Well-known Steamship *ROSETTA MARU*, 3876 Tons, Captain TATE, will be despatched hence for MANILA, on SATURDAY, the 13th Inst., at 3 p.m.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardesses Carried.

For Freight or Passage, apply to MITSUBI BUSSAN KAISHA, Agents, Prince's Building, 1st Floor, Street, Hongkong, September 1, 1902. 284

NOTICE.

MESSAGERS—MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, DOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 8th Sept., at 1 p.m. the Co.'s Steamship *TONKIN*, Captain SCHMITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, via BOMBAY.This Steamer connects at COLOMBO with the s.s. *Ville de la Citadelle* which vessel take on her Passengers and Mails, leaving that Port on the 20th September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 7th Sept., 1902. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, August 26, 1902. 1758

GLEN LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship *GLENROY*, Captain SMYTH, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight or Passage, apply to MCGREGOR BROS. & CO., Hongkong, August 4, 1902. 1615

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship *ANTON*, Captain SMYTH, will be despatched for the above port on or about the 20th September.

For Freight, apply to SHEWAN, TOMES & CO., Agents. Hongkong, August 22, 1902. 1703

Shipping.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship *PRINZ REGENT LUITPOLD*, of the Norddeutscher Lloyd, Captain OESCHMANN, due here with the outward German Mail about FRIDAY, the 5th Inst., a.m. will leave for the above places about 24 hours after arrival.NORDDEUTSCHER LLOYD.
For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, September 1, 1902. 1789

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship *DIAMANTE*, Captain R. BARRA, will be despatched as above on FRIDAY, 5th September, at 4.30 p.m.

This steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, August 26, 1902. 1775

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship *DIAMANTE*, Captain R. BARRA, will be despatched as above on MONDAY, the 8th Sept., at 4 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, August 26, 1902. 1780

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN, SINGAPORE, COLOMBO, TIENTSIN, AND AMERICAN PORTS.

THE Steamship *PARRAMATTA*, Capt. F. J. FOX, carrying His Majesty's Mails, will be despatched from this Port on MONDAY, the 13th Sept., at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay, WITH TRANSHIPMENT.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 30, 1902. 1776

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

TRANS-PACIFIC SERVICE
To
VICTORIA (B.C.) TACOMA AND SEATTLE.
Calling at NAGA-AKI, KOBE AND YOKOHAMA.THE Steamship *HIYON*, will be despatched from Hongkong on or about 2nd October, taking cargo for Japan, Victoria, Tacoma and Seattle and for all Pacific coast points.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 1, 1902. 1793

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor the Owners, will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:—

Comet, British 4-masted barque; Captain W. J. Davis.—Standard Oil Co.
Dymene, British ship, Capt. John Snodden.—Naval Store Officer.
Hamburg, British barque, Captain A. Caldwell.—Swensen & Co.
Hyades, American Steamer, Captain Wright.—Doddwell & Co., Limited.Lorraine, Italian barque, Capt. Pozzo.—Carlotto & Co.
Luzon, American barque, Capt. Park.—Master.Trentons, British barque, Captain John Williams.—Government.
Willcott, American bark, Captain C. H. Macdon.—Standard Oil Co.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs.
With Woodcuts
[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life yet written.

Price \$1.00
"China Mail" Office, 6, Wanchai Street, Hongkong.

